

GENERAL ORDERS AND CIRCULARS

ISSUED BY THE

NAVY DEPARTMENT

From 1863 to 1887,

WITH AN

ALPHABETICAL INDEX OF SUBJECTS;

ALSO AN

INDEX OF BUREAU AND MARINE CORPS CIRCULARS,
GENERAL COURT-MARTIAL ORDERS, AND
SPECIAL DEATH NOTICES.

COMPILED BY

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BY AUTHORITY OF THE NAVY DEPARTMENT.

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PREFACE.

In explanation of this compilation it is stated—

First. Nearly if not all of the orders and circulars issued prior to 1863 have become obsolete, and were not numbered nor regularly distributed; since that date they have been numbered consecutively.

Second. The action on general courts-martial was promulgated in general orders up to January 9, 1877, the last being General Order, No. 221; from that date to February 4, 1879, it became only a matter of record; since then, however, general court-martial orders have been issued in regular “yearly series.” Only cases of commissioned, non-commissioned, and warrant officers are noted in this compilation.

Third. As a matter of convenience to those who may have occasion to refer to them, the *subject* and *dates* of Bureau Circulars, Death Notices, and Marine Corps Orders have been given as far as possible.

Much care has been taken to make this compilation as complete as possible, within the dates specified, and to present a subject as well as an alphabetical index of the matter contained therein.

It is hoped that it will prove a convenient hand-book to the service.

M. S. THOMPSON,

In charge of Files and Records.

GENERAL ORDERS AND CIRCULARS.

GENERAL ORDER, No. 1.

January 10, 1863.

Superseded by paragraph 139, page 24, Navy Regulations.

GENERAL ORDER, No. 2.

January 12, 1863.

Acting Master *William R. Rude* having been reported to the Department for inflicting illegal punishment, by "tricing up," and it appearing, upon investigation, that he was aware at the time of inflicting such punishment that it was unauthorized by law, has been dismissed from the naval service of the United States.

Officers of the Navy will bear in mind that the only punishments permitted on board of vessels of the Navy, except by sentence of a General or Summary Court-Martial, are those specified in the 10th article, section 1, of the "Act for the better government of the Navy," approved July 17, 1862, and that the law in this respect will be faithfully observed.

GENERAL ORDER, No. 3.

January 13, 1863.

At a Marine General Court-Martial, recently held at the Navy Yard, Philadelphia, Private *William Galbraith*, of the Marine Corps, was tried on the following charge and specifications:

CHARGE.—"Disobedience of lawful orders of his superior officer."

Specification 1st—"In this: that on or about the 22d day of December, in the year eighteen hundred and sixty-two, on board the United States screw sloop *Juniata*, at Philadelphia, the said Private *William Galbraith*, having been ordered, by Orderly Sergeant Sloan, to turn out of his hammock, refused to obey the said order."

Specification 2d—"In this: that at the time and place set forth in the preceding specification, the said Private *William Galbraith*, having been ordered by his commanding officer, Lieutenant Commander James G. Maxwell, to stand extra posts, refused to obey the said order."

Upon which charge and specifications the finding and sentence of the court were as follows:

Of the 1st *Specification* of Charge, "Guilty."

Of the 2d *Specification* of Charge, "Guilty."

Of the CHARGE, "Guilty."

And the Court do award the following

SENTENCE:

"To be confined on board the United States screw sloop *Juniata* for thirty days, in double irons, on bread and water; every seventh day to have full rations while confined; to the loss of three months' pay; to stand regular guard every day for thirty days, with one extra post of two hours each day in addition to the regular duty."

The Court would respectfully state that they have been induced to adjudge this mild sentence wholly in consequence of the youth and inexperience of the accused.

The sentence of the Court in this case is not approved.

The offense of disobedience of orders is one of the most serious known to the military code, and the person found guilty of it is liable to the punishment of death. Yet in this case of a deliberate and repeated commission of the offense, the court has awarded no greater punishment than a summary court-martial is authorized to inflict for the trivial offenses which are "not sufficient to require trial by general court-martial."

A sentence of this kind is not only subversive of discipline, but in direct violation of the law, which makes it "the duty of a court-martial, in all cases of conviction, to adjudge a punishment adequate to the character and nature of the offense committed; but the members of a court may recommend the person convicted as deserving of clemency, and state on the record their reasons for so doing."

GENERAL ORDER, No. 4.

January 14, 1863.

Publishing Executive Proclamation of January 1, 1863, declaring the freedom of all persons held as slaves in certain States in rebellion, &c.

GENERAL ORDER, No. 5.

February 10, 1863.

The following General Order of the President is published for the information and government of the officers and others of the naval service.

GIDEON WELLES,
Secretary of the Navy.

General Order respecting the observance of the Sabbath day in the Army and Navy.

EXECUTIVE MANSION, Washington, November 15, 1862.

The President, Commander-in-Chief of the Army and Navy, desires and enjoins the orderly observance of the Sabbath by the officers and men in the military and naval service. The importance for man and beast of the prescribed weekly rest, the sacred rights of Christian soldiers and sailors, a becoming deference to the best sentiments of a Christian people, and a due regard for the Divine will, demand that Sunday labor in the Army and Navy be reduced to the measure of strict necessity.

The discipline and character of the national forces should not suffer, nor the cause they defend be imperiled, by the profanation of the day or name of the Most High. "At this time of public distress," adopting the words of Washington in 1776, "men may find enough to do in the service of God and their country, without abandoning themselves to vice and immorality." The first General Order issued by the Father of his Country after the Declaration of Independence indicates the spirit in which our institutions were founded and should ever be defended: "*The General hopes and trusts that every officer and man will endeavor to live and act as becomes a Christian soldier defending the dearest rights and liberties of his country.*"

ABRAHAM LINCOLN.

GENERAL ORDER, No. 6.

February 24, 1863.

The attention of commanding officers has frequently been called to the provisions of section 16 of an act for the better government of the Navy, approved July 17, 1862, which is in these words:

SEC. 16. *And be it further enacted, That each commanding officer shall, whenever a man enters on board, cause an accurate entry to be made in the ship's books of his name, the date, place, and term of his enlistment, the place or vessel from which he was received on board, his rating, and his descriptive list, to include his age, place of birth, and citizenship, with such remarks as may be necessary; and shall, before sailing, transmit to the Secretary of the Navy a complete list or muster-roll of the rated men under his command, showing the particulars above set forth, and also a list of officers and passengers, with the date of their entering; and he shall cause similar lists to be made out on the first day of every third month, to be transmitted to the Secretary of the Navy, as opportunities shall occur; accounting in such lists or muster-rolls for any casualties which may have taken place since the last list or muster-roll. He shall not receive on board any man transferred from any other vessel or station to him unless such man be furnished with an account, signed by the captain and paymaster of the vessel or station from which he came, specifying the date of his entry, the period and term of service, the sums paid, the balance due him, the quality in which he was rated, and his descriptive lists. He shall cause to be accurately minuted on the ship's books the names of and times at which any death or desertion may occur; and, in case of death, shall take care that the paymaster secure all the property of the deceased for the benefit of his legal representative or representatives. He shall cause frequent inspections to be made into the condition of the provisions, and use every precaution for their preservation. He shall, whenever he orders officers and men to take charge of a prize and proceed to the United States, and whenever officers or men are sent from his ship, for whatever cause, take care that each man be furnished with a complete statement of his account, specifying the date of his enlistment, the periods and terms of his service, and his descriptive list; which account shall be signed by the commanding officer and paymaster. He shall cause the Articles for the government of the Navy to be hung up in some public part of the ship, and read once a month to his ship's company. He shall cause a convenient place to be set apart for sick or disabled men, to which he shall have them removed, with their hammocks and bedding, when the surgeon shall so advise, and shall direct that some of the crew attend them and keep the place clean. He shall frequently consult with the surgeon in regard to the sanitary condition of his crew, and shall use all proper means to preserve their health; and when his crew is finally paid off he shall attend in person, or appoint a proper officer, to see that justice be done to the men and to the United States in the settlement of the accounts. Any commanding officer offending herein shall be punished at the discretion of a court-martial.*

GENERAL ORDER, No. 7.

March 5, 1863.

Publishing finding and sentence by Naval General Court-Martial in cases of Acting Master *B. G. Pettengill* and Acting 2d Assistant Engineer *Chas. H. Cheesebro*.

GENERAL ORDER, No. 8.

March 7, 1863.

Dismissal of Acting 2d Assistant Engineer *W. H. Manning*, Acting Gunner *R. L. Long*, and Acting 3d Assistant Engineer *Jeremiah Weitzell*.

GENERAL ORDER, No. 9.

April 2, 1863.

Rules in relation to paroles, superseded by Article XVI, sec. 1, Navy Regulations.

GENERAL ORDER, No. 10.

April 3, 1863.

Regulations regarding medals of honor, superseded by Article XIX, Navy Regulations.

GENERAL ORDER, No. 11.

April 3, 1863.

Awarding medals of honor to—

James McCloud, captain of foretop, Colorado.
 Louis Richards, quartermaster, Pensacola.
 Thomas Flood, boy, Pensacola.
 James Buck, quartermaster, Brooklyn.
 Oscar E. Peck, boy, Varuna.
 Thomas Gehegan, boatswain's mate, Panola.
 Edward Farrel, quartermaster, Owasco.
 Peter Williams, seaman, Monitor.
 Benjamin Sevearer, seaman, Hatteras expedition.
 John Davis, quarter gunner, Valley City.
 Charles Kenyon, fireman, Galena.
 Jeremiah Regan, quartermaster, Galena.
 Alexander Hood, quartermaster, Ceres.
 John Kelley, second-class fireman, Ceres.
 Daniel Lakin, seaman, Commodore Perry.
 John Williams, seaman, Commodore Perry.
 John Breene, boatswain's mate, Commodore Perry.
 Alfred Peterson, seaman, Commodore Perry.
 Thomas C. Barton, seaman, Hunchback.
 Edwin Smith, ordinary seaman, Whitehead.
 Daniel Harrington, landsman, Pocahontas.
 John Williams, captain maintop, Pawnee.
 J. B. Frisbee, gunner's mate, Panola.
 Thomas Bourne, seaman, Varuna.
 Wm. McKnight, cockswain, Varuna.
 William Martin, seaman, Varuna.
 John Greene, captain forecastle, Varuna.
 John McGowan, quartermaster, Varuna.
 Amos Bradley, landsman, Varuna.
 † George Hollat, boy, Varuna.
 † Charles Florence, boatswain's mate, Cayuga.
 William Young, boatswain's mate, Cayuga.
 William Parker, captain after guard, Cayuga.
 Edward Wright, quartermaster, Cayuga.
 Charles Bradley, boatswain's mate, Louisville.
 Timothy Sullivan, cockswain, Louisville.
 James Byrnes, boatswain's mate, Louisville.
 John McDonald, boatswain's mate, Baron de Kalb.
 Charles Robinson, boatswain's mate, Baron de Kalb.
 Pierre Leon, captain forecastle, Baron de Kalb.
 Peter Cotton, cockswain, Baron de Kalb.
 Chas. W. Morton, boatswain's mate, Benton.
 William Martin, boatswain's mate, Benton.
 Robert Williams, signal quartermaster, Benton.

* Forfeited medal by misconduct.

† Medal forfeited—charged with desertion.

‡ Medal withheld on account of misconduct.

GENERAL ORDER, No. 12.

April 6, 1863.

Relative to preparing Prize Lists, superseded by paragraph 724, page 127, Navy Regulations.

GENERAL ORDER, No. 13.

April 8, 1863.

Flags of Truce, superseded by sec. 2, Article XVI, Navy Regulations.

CIRCULAR LETTER.

June 10, 1863.

SIR: The act of Congress approved July 16, 1862, provides:

"That the hours of labor and the rates of wages of the employes in the navy yards shall conform, as nearly as is consistent with the public interest, with those of private establishments in the immediate vicinity of the respective yards; to be determined by the commandants of the navy yards, subject to the approval and revision of the Secretary of the Navy.

To arrive at a just scale of compensation, the commandants should ascertain from outside establishments in the vicinity of the yards, by the best means in their power, the rates of pay and hours of labor to classes similarly employed as those in the yards, with the number of men in each class. The number in each class in the yard should be in the same proportion to the whole number of workmen employed, that they do in private yards, and the compensation should be the same in each case. Particular care should be taken to see that the number of workmen in classes receiving the highest pay is not relatively greater than in private yards.

The pay of a foreman in a recognized department will be seventy-five cents a day greater than is paid to first-class workmen, and that of a quartermaster to every twenty men and upwards as the commandant shall approve, fifty cents per day.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

To Commandants, Navy Yards and Squadrons.

GENERAL ORDER, No. 14.

June 15, 1863.

In reference to the payment of prize money annulled.

GENERAL ORDER, No. 15.

June 18, 1863.

Publishing findings and sentences of Naval General Court-Martial in the cases of sundry seamen of the *Mercedita*.

GENERAL ORDER, No. 15½.

June 27, 1863.

Announcing the death of Rear Admiral ANDREW HULL FOOTE, June 26, 1863.

A gallant and distinguished officer is lost to the country. The hero of Fort Henry and Fort Donelson—the daring and indomitable spirit that created and led to successive victories the Mississippi Flotilla—the heroic Christian sailor, who, in the China seas and on the coast of Africa, as well as the great interior rivers of our country, sustained with unflinching fidelity and devotion the honor of our flag and the cause of the Union—Rear Admiral ANDREW HULL FOOTE, is no more.

On his way to take command of the South Atlantic Blockading Squadron, a position to which he had been recently assigned, and the duties of which were commanding the earnest energies and vigorous resources of a mind of no ordinary character, he was suddenly prostrated by disease, and, after a brief illness, breathed his last at the Astor House, at New York, on the evening of the 26th inst.

Among the noble and honored dead whose names have added lustre to our naval renown, and must ever adorn our national annals, few will stand more pre-eminent than that of the gallant and self-sacrificing sailor and gentleman whose loss we now deplore. Appreciating his virtues and his services, a grateful country had rendered him while living its willing honors, and will mourn his death.

As a mark of respect, it is hereby ordered that the flags at the several navy yards, naval stations, and on the flag ships of squadrons, be hoisted at half-mast, and that thirteen minute guns be fired at meridian on the day after the receipt of this order.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 16.

July 7, 1863.

Calling attention to the law requiring that official communications to the Departments should bear on the envelope the name and rank of the officer sending the same. Subsequent legislation renders such endorsement unnecessary.

GENERAL ORDER, No. 17.

July 10, 1863.

Awarding medals of honor to—

George Bell, captain after guard, Santee.
 William Thompson, signal quartermaster, Mohican.
 John Williams, boatswain's mate, Mohican.
 Matthew Arthur, signal quartermaster, Carondelet.
 John Mackie, corporal of marines, Galena.
 Matthew McClelland, first-class fireman, Richmond.
 Joseph E. Vantine, first-class fireman, Richmond.
 John Rush, first-class fireman, Richmond.
 John Hickman, second-class fireman, Richmond.
 Robert Anderson, quartermaster, Crusader and Keokuk.
 Peter Howard, boatswain's mate, Mississippi.
 Andrew Brinn, seaman, Mississippi.
 P. R. Vaughan, sergeant of marines, Mississippi.
 Samuel Woods, seaman, Minnesota.
 Henry Thielberg, seaman, Minnesota.
 Robert B. Wood, cockswain, Minnesota.
 Robert Jordan, cockswain, Minnesota.
 Thomas W. Hamilton, quartermaster, Cincinnati.
 Frank Bois, quartermaster, Cincinnati.
 Thomas Jenkins, seaman, Cincinnati.
 Martin McHugh, seaman, Cincinnati.
 Thomas E. Corcoran, landsman, Cincinnati.
 Henry Dow, boatswain's mate, Cincinnati.
 John Woon, boatswain's mate, Pittsburg.
 Chris. Brennen, seaman, Colorado.
 Edward Ringgold, cockswain, Wabash.

CIRCULAR

July 16, 1863.

The question of precedence between regular and volunteer officers of the Navy having been referred by the Department to a board of Rear Admirals, they have reported that, in their opinion:

1. "All officers holding executive appointments in the Navy, whether in the volunteer or regular service, should take precedence in their respective grades according to the date of appointment."
2. "In cases of appointments bearing the same date, the regular officer should take precedence of the volunteer officer."

This opinion is approved and adopted by the Department, and the precedence will be regulated accordingly.

Further, when the appointments of volunteer officers of the same grade bear the same date, precedence between them shall be determined by their positions in alphabetical order on the Register.

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

To Commandants, Navy Yards and Squadrons.

GENERAL ORDER, No. 18.

July 25, 1863.

Dismissal of Acting First Assistant Engineer *Henry E. Rhodes*, of the *Sonoma*, for culpable neglect of duty.

CIRCULAR LETTER.

August 11, 1863.

SIR: Acting appointments of assistant engineers in the Navy of the United States will not be made until the applicants have passed satisfactory examinations by the chief engineer and surgeon of the navy yard under your command.

You will accordingly direct those officers to make such examination of the applicants as, in their opinion, is necessary to decide upon their professional and physical fitness for the service, and the chief engineer will forward to the Bureau of Steam Engineering weekly the recommendatory letters and other testimonials of experience and ability which the applicants may present, together with his recommendation as to whether they shall receive appointments or not, and to what grade of assistants, giving in all cases the address of the parties.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

To Commandants, Navy Yards.

CIRCULAR.

September 14, 1863.

When men are transferred from a naval station or receiving ship to a squadron without designation of the particular vessels on which they are to serve, their accounts will be sent to the paymaster of the flag-ship of the squadron, who will take them up on his books until the men are transferred to the vessels in which they are to serve.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 19.

September 16, 1863.

Dismissal of Acting First Assistant Engineers *Henry Hill* and *Nathan D. Bates*, of the *Mercedita* and *State of Georgia*, respectively, for neglect of duty.

GENERAL ORDER, No. 20.

October 6, 1863.

Declaring the forfeiture by Captain *John A. Chauncey* of his share in the prize money from schooner *Alfred*, captured by the *Susquehanna*, for failing to send in prize list as required by law.

CIRCULAR.

October 7, 1863.

Seamen enlisted in the naval service may hereafter, as formerly, be advanced to the rating of master's mate, and such rating may be bestowed by the commander of a squadron, subject to the approval of the Department, or by the commander of a vessel, with the previous sanction of the Department.

Seamen so rated will be entitled to the same pay, rank, and privileges as appointed or warranted master's mates, but will not be released by their rating from the obligations of their enlistment, and may be disrated by the order, or with the sanction of the Department. They will not, while rated as master's mates, be considered as subject to trial by a Summary Court-Martial, nor be disrated by transfer, as in the case of petty officers.

Seamen rated as master's mates will not be discharged with that rating, and will be considered as disrated to seamen upon the expiration of their enlistment, but upon their immediate re-enlistment, the rating of master's mate may be considered as renewed. The acceptance of such renewed rating will be considered as a renunciation of any claim to additional pay for re-enlistment. All ratings of master's mates made by order of the commander of a squadron, and all such ratings renewed by re-enlistment, will be reported to the Department as early as practicable.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 21.

October 17, 1863.

Dismissal of Acting Second Assistant Engineer *John L. Wilson*, of the *Fort Jackson*, for neglect of duty.

GENERAL ORDER, No. 22.

October 17, 1863.

Publishing the findings and sentences in the cases of Captain *D. M. Cohen* and First Lieutenant *Wm. B. McKean*, of the Marine Corps, under the charge of "scandalous conduct, tending to the destruction of good morals"—the first in sending a written message, the second in bearing the same, in the nature of a challenge, to *E. A. Selfridge*, clerk of the commandant of the navy yard at Mare Island.

Upon revision of the records in these cases, it appears that the Court, in each case, finds the accused "Guilty" of the specification, but "Not Guilty" of the charge, and Captain *Cohen* is sentenced to be "reprimanded," and Lieutenant *McKean* to be admonished," by the Secretary of the Navy.

These sentences are not confirmed, and the proceedings of the Court disapproved, for the following reasons:

1. The record in neither case exhibits or recites the charge upon which the accused was tried, and of which he was found "Not Guilty," nor the specification of which he was found "Guilty."

2. The Court in these cases had no power to find the accused guilty of any other charge than that preferred against them; and having found them not guilty of the charge preferred, they had no authority to sentence them to any punishment, even nominal.

3. The decision of the Court appears to be directly in conflict with that provision of the "Act for the better government of the Navy" which makes it a punishable offense to "send or accept a challenge to fight a duel, or act as second in a duel." If there was any offense committed by the accused, it consisted in a violation, or at least a manifest evasion, of the law referred to. But, in the opinion of the Court, violation or evasion of a law intended for the suppression of a moral offense is not "scandalous conduct, tending to the destruction of good morals."

The Department cannot sanction a decision which would seem to indicate a deficiency in the moral sense, as well as in the reasoning powers, of those who pronounced it, and the tendency of which would be to encourage a disregard of law.

GIDEON WELLES,
Secretary of the Navy.

REGULATIONS FOR SUPPLY STEAMERS.

October 19, 1863.

(I.) Passengers in any supply steamer of the Navy, messing in the ward-room, shall not be called upon to pay to the caterer of such mess more than one dollar per day while remaining on board. Passengers in any steerage or forward officers' mess of such steamer shall not be required to pay more than seventy-five cents per day.

(II.) No officer or sutler of a supply steamer will sell any article whatever to persons on shore, nor shall such officer sell for profit any article to officers or other persons on board a public or private vessel. But this rule will not preclude officers from buying stores, &c., for their friends in vessels attached to Blockading Squadrons, and receiving therefor the price and expenses actually paid for the same. The sutler is the only person on board allowed to sell stores at a profit, the percentage of which is fixed by the Department, and will be strictly adhered to.

(III.) The commanding officer of each supply steamer will see that the sutler supplies each mess of every vessel visited, in due proportion, and take care that no single person or single mess obtain more than a fair average.

(IV.) When meeting a vessel to be supplied the stores should be quickly transferred so as to create no delay: upon such occasions the commander of the supply steamer will see that wines and ales are not opened and used upon his vessel.

For any violation of the foregoing Regulations the Department will hold the commanding officer of the supply steamer in which it may occur strictly responsible.

GIDEON WELLES,
Secretary of the Navy.

*Sent to Commandants Paulding, Stribbling, Montgomery, and to
Western Gulf, Eastern Gulf, North and South Atlantic Blockading Squadrons.*

GENERAL ORDER, No. 23.

October 27, 1863.

Dismissal of Acting Volunteer Lieutenant *J. W. Kittredge*, in accordance with finding and sentence of Naval General Court-Martial, on the charge of "maltreatment of an ordinary seaman subject to his orders."

CIRCULAR.

November 3, 1863.

SIR: The allowance tables issued from the Department, of the date of 20th of July, 1854, are only to be considered as directly applicable to the vessels built by the Government for the naval service, and not to any purchased vessel.

These allowances for the vessels built by the Government are not in any case to be excused, but may be reduced in quantity, and some articles may be omitted when not required for the special service on which the vessel is to be employed. With regard to the purchased vessels which are on service near our own ports, stores and equipments are only to be provided for that service, and are not to exceed the quantity that can be properly taken care of in each vessel.

The commandants of the yards must revise all requisitions before they are forwarded to the proper Bureaus, that no unnecessary articles be demanded.

GIDEON WELLES,
Secretary of the Navy.

To Commandants of Yards and Blockading Squadrons.

CIRCULAR.

November, 6, 1863.

SIR: Hereafter the commandants of navy yards and stations will inform the Department, by special report, of the date when each vessel preparing for sea service, at their respective commands, is placed in commission.

A vessel is considered in commission when the officers and crew go on board and the commandant of the yard or station turns the vessel over to the commanding officer.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

To Commandants of Yards and Stations.

CIRCULAR.

November 11, 1863.

SIR: To prevent workmen leaving the yard, before bell-ring, you will cause the wall and gates to be closely watched, and a guard-boat to prevent egress by the water front.

You will at such times as you shall think proper, but without the knowledge of any one till the order shall have been given, direct the bell to be rung and a muster at quarter of any hour before the usual time of bell-ring for going. Citizens on business, or otherwise, of respectable standing, who have not a general pass to enter the yard, will be required to receive a pass at the gate and deliver it on going out.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commandant Navy Yard, New York.

CIRCULAR.

November 11, 1863.

SIR: As the machinery for vessels building at the navy yards is much behind the progress of the new vessels, you will discharge 15 per cent. of the ship carpenters at the yard under your command for the present, and such others engaged on vessels as will correspond to the work which will be required after such discharge.

On making these discharges you will of course select those whose services are least valuable.

When a strike takes place in any or all of the Departments, the pay and services of the master workmen in those Departments will be suspended.

You will be cautious in employing men who have been discharged for promoting strikes.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commandants Navy Yards.

GENERAL ORDER, No. 24.

December 2, 1863.

Publishing the result of the Court of Inquiry upon the capture of the *Satellite* and *Reliance*.

GENERAL ORDER, No. 25.

December 2, 1863.

Publishing the findings and sentences of *John Hale* and *John McCormick*, landsmen, and *Thomas H. Williams*, seaman, tried by Naval General Court-Martial on the "charge of desertion in time of war."

GENERAL ORDER, No. 26.

December 21, 1863.

In relation to the 6th section of the act of July 17, 1862, for the better government of the Navy, which section has been since repealed.

CIRCULAR.

December 21, 1863.

SIR: The Department regrets to perceive that the new designations for uniform, such as shoulder-straps, cap ornaments and the cap itself, are so varied by the manufacturers, that the prescribed uniform can hardly be recognized.

You will require all officers within the limits of your command to conform, without unnecessary delay, to the precise style and dimensions of the plates issued by the Department, and you will inform it of any neglect to comply with this order.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

To Commandants of Navy Yards and Squadrons.

CIRCULAR.

December 22, 1863.

SIR: You will, with as little delay as possible, order a Board of Engineers for the examination of such assistant engineers in the Navy for promotion as are eligible by length of sea service. The Board will consist of three chief engineers, if that number can be obtained, and if not then of two chief engineers and a first assistant engineer, the latter to be senior to the candidates. The Board will keep a record of its proceedings, and you will transmit the same to the Department at the close of the examinations. You will provide the Board with the necessary facilities for making the examinations, and will furnish it with a copy of the accompanying instructions for its guidance. You will cause each candidate to undergo a preliminary physical examination by one or more medical officers and the Board of Engineers will examine no candidate without the certificate of such officer or officers of his physical fitness for the duties of his grade. Every candidate must present testimonials of character, social and professional, from his commanding officers and chief engineers.

It is understood that these instructions and conditions apply temporarily only during the war, and to the examination of engineers and squadron.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

[Instructions follow.]

GENERAL ORDER, No. 27.

January 4, 1864.

Dismissal of Acting Ensign *William B. Arrants* for disobedience of orders, resulting in his capture by the enemy. [Subsequently reinstated.]

GENERAL ORDER, No. 28.

January 7, 1864.

Publishing the finding and sentence of Naval General Court-Martial in the case of Lieutenant Commander *Richard L. Law*, tried on the following charges:

CHARGE I.—“Not doing his utmost to capture or destroy a vessel which it was his duty to encounter.”

Specification—“In this: that on or about the first day of January, in the year eighteen hundred and sixty-three, the said Lieutenant Commander *Richard L. Law*, being in command of the United States steamer *Clifton*, stationed at Galveston, Texas, failed to do his utmost to capture or destroy the steamer *Harriet Lane*, then in the possession of the rebels, at Galveston.”

CHARGE II.—“Leaving his station, in time of war, before regularly relieved.”

Specification—“In this: that on or about the first day of January, in the year eighteen hundred and sixty-three, the said Lieutenant Commander *Richard L. Law*, being then in command of the United States steamer *Clifton*, and stationed at Galveston, Texas, on blockading duty, left the said station without permission, and without having been regularly relieved.”

Specifications proven, and of the charges found guilty. Sentenced to be dismissed the Naval Service.

Recommendation of Court.

It appearing from the evidence that Lieutenant Commander *R. L. Law* behaved with gallantry in his attack upon the battery at Fort Point and the batteries of the town, and, from the testimony of Rear Admiral Farragut, that he bore a high character as an officer and a gentleman during the whole course of his professional career up to January 1, 1863, the Court do unanimously recommend him to the clemency of the revising power.

Upon a revision of the record in this case, the finding and sentence of the Court have been approved. The offenses of which the accused was convicted, when committed in time of war, are made punishable, by the act for the better government of the Navy, by death, “or such other punishment as a court-martial shall adjudge.” An officer could not well be convicted of offenses more derogatory to his professional character, nor more imperatively requiring an example of severe punishment.

In consideration, however, of the facts stated in the recommendation of the Court, and of other mitigating circumstances which appear in the case, the President has been pleased to yield to the appeal to his clemency, and to mitigate the punishment awarded to suspension from rank and duty for three years, the first six months of the said term without pay.

Lieutenant Commander *Law* will accordingly be considered as so suspended from this date.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

January 13, 1864.

The Department announces to the Navy and the Marine Corps the death of Rear Admiral GEORGE W. STORER. He died at his residence in Portsmouth, N. H., on the morning of the 8th instant, after an honorable career in the Navy of nearly fifty-five years. Rear Admiral STORER was correct in his deportment, attached to his profession, and devoted to his country. As an officer in the Navy he has served faithfully, and has filled with credit many important positions both ashore and afloat.

As a mark of respect to his memory, it is hereby directed that at the Portsmouth, N. H., Navy Yard the flags be hoisted at half-mast and thirteen minute-guns be fired at meridian on the day after the receipt hereof.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

January 23, 1864.

The disreputable practice of giving and receiving presents or gratuities, or votes of thanks from inferiors to superiors, or from the employed to the employers, without the previous sanction of the Navy Department, is often a method of extortion practiced upon the workmen that is disgraceful to the receiver and is strictly forbidden. Any person hereafter violating this order will subject himself to be summarily dismissed.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 29.

February 1, 1864.

Regarding the admission of wines and ales on board vessels of the Navy, superseded by paragraph 694, page 122, Navy Regulations.

CIRCULAR.

February 12, 1864.

Pay officers of the Navy will render their final accounts and returns to the Fourth Auditor of the Treasury and the Chief of the Bureau of Provisions and Clothing as soon as practicable after the expiration of their cruise, but not exceeding the following time after the crew shall have been paid off or transferred:

- For vessels of the first rate, sixty days;
- For vessels of the second rate, fifty days;
- For vessels of the third rate, forty days;
- For vessels of all other rates, thirty days.

Pay officers will be allowed other duty-pay for themselves and their clerks for the time employed in the settlement of their accounts not exceeding the periods above specified.

Final accounts in all cases will be accompanied by the necessary vouchers for a complete settlement of such accounts.

Returns and accounts intended for the Fourth Auditor's Office or for the Bureau of Provisions and Clothing will be addressed and sent directly to those offices respectively.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

February 26, 1864.

It is hereby directed that if any employé in any navy yard or at any naval station shall have at any time claimed, or shall hereafter claim, exemption from any draft of men that may be ordered by the President of the United States, on the ground of alienage, such employé be dismissed and the facts reported to the Navy Department.

GIDEON WELLES,
Secretary of the Navy.

To Commandants of Yards and Squadrons.

GENERAL ORDER, No. 30.

February 29, 1864.

Publishing finding and sentence of Naval General Court-Martial in the case of *Ed. McClain*, 1st class fireman; dismissal of Acting Chief Engineer *Thomas Doughty*, and Acting First Assistant Engineer *G. H. Hobbs*, for furnishing men with liquor.

GENERAL ORDER, No. 31.

March 22, 1864.

Ensigns *R. S. Chew* and *H. J. Blake* having been reported to the Department for going below in their watch without being regularly relieved, while on duty on board the U. S. steam frigate *Niagara* (Commodore *T. T. Craven*, commanding, and Lieutenant Commander *Henry Erben*, executive officer), their appointments to the grade of lieutenant, for which they were recently nominated to the Senate and confirmed, have been suspended.

For the same offense, the appointments of Acting Ensigns *W. S. Dana*, *E. F. Harrington*, *Wm. B. Hoff*, and *C. Rathbone* have been revoked, and they have been ordered to return to their studies at the Naval Academy at Newport, R. I., as midshipmen.

Acting Ensign *R. C. Irvin*, who was also attached to the *Niagara*, and was guilty of the offense of overstaying his leave, has been ordered to the U. S. steamer *Glaucus* (third rate), with directions that he shall not for six months be permitted to go out of that vessel.

The Department cannot admit the plea of ignorance, or that of usage on board the vessels at the Naval Academy, on the part of these officers, who, however young, have been long enough in the service to aspire to and expect promotion. If they had no other source of information, they should have learned from the "Act for the better government of the Navy," with which all persons in the service must be supposed to be familiar, that to "leave his station before regularly relieved" is an offense which subjects the person guilty of it to the punishment of death. It must, indeed, be obvious to the most ordinary intelligence that if an officer cannot be trusted in his watch, he has yet to learn the simplest practical duties of his profession, and is unfitted for a station where the lives of others, as well as the honor of his country, may depend on his vigilance and fidelity.

The lenient course which the Department has adopted in this case has been induced by the consideration that although the severe punishment which a court-martial would adjudge might be more effectual as a warning, yet the young officers in fault may, with some reason, plead in extenuation of their offenses, that they were not duly admonished by those whose duty it was to impress them with a proper sense of discipline, of the serious nature and inevitable consequences of their misconduct. It is not probable that so many of them would have erred habitually on board the *Niagara* except from this cause.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

April 11, 1864.

In the Navy Register for 1864 the relative rank of first and second assistant engineers is incorrectly stated.

The rank of first assistants should read "with masters," and second assistants, "with ensigns;" and officers of the Navy will be governed accordingly.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 32.

April 16, 1864.

Awarding medals of honor to—

J. K. L. Duncan, ordinary seaman, Fort Hindman.

Hugh Melloy, ordinary seaman, Fort Hindman.

Wm. P. Johnson, landsman, Fort Hindman.

Bartlett Laffey, seaman, Petrel.

Jas. Stoddard, seaman, Marmora.

Wm. J. Franks, seaman, Marmora.

Richard Seward, paymaster's steward, Commodore.

Christopher Nugent, orderly sergeant Marines, Fort Henry.

James Brown, quartermaster, Albatross.

William Moore, boatswain's mate, Benton.

William P. Brownell, cockswain, Benton.

* *John Jackson*, ordinary seaman, C. P. Williams.

William Talbott, captain forecandle, Louisville.

Richard Stout, landsman, Isaac Smith.

Geo. W. Leland, gunner's mate, Lehigh.

Thos. Irving, cockswain, Lehigh.

Horatio N. Young, seaman, Lehigh.

William Williams, landsman, Lehigh.

* Awarded under an erroneous report—not entitled to it.

Frank S. Gile, landsman, Lehigh.
 Michael Huskey, fireman, Carondelet.
 John Dorman, seaman, Carondelet.
 William Farley, boatswain's mate, Marblehead.
 Chas. Moore, landsman, Marblehead.
 James Miller, quartermaster, Marblehead.
 Robert Blake (colored), powder boy, Marblehead.

GENERAL ORDER, No. 33.

May 3, 1864.

At a Naval General Court-Martial recently convened in the city of Washington, Commodore CHARLES WILKES, of the Navy, was tried upon the following charges preferred against him by the Department:

CHARGE I.—“Disobedience of the lawful orders of his superior officer while in the execution of his office.”

CHARGE II.—“Insubordinate conduct and negligence or carelessness in obeying orders.”

CHARGE III.—“Disrespect and disrespectful language to his superior officer whilst in the execution of his office.”

CHARGE IV.—“Refusal of obedience to a lawful General Order or Regulation issued by the Secretary of the Navy.”

CHARGE V.—“Conduct unbecoming an officer, and constituting an offense made punishable by Article VIII of the Articles adopted and put in force for the government of the Navy of the United States.”

Of each of these charges the accused was found by the Court “Guilty,” and was sentenced in the following terms:

“And the Court does hereby sentence the accused, Commodore *Charles Wilkes*, to be publicly reprimanded by the Secretary of the Navy, and to be suspended from duty for the term of three years.”

The finding of the Court in this case is approved and the sentence confirmed.

In carrying into execution that part of the sentence which requires that Commodore *Wilkes* be publicly reprimanded, I hardly need say more, to an officer of his age and experience in the service, than that the promulgation of such charges, and of the decision upon them by a Court composed of officers of the highest rank in the Navy, constitutes in itself a reprimand sufficiently poignant and severe to any one who may have desired to preserve an untarnished record in the service.

The Department would gladly have been spared the unpleasant duty which has devolved upon it in this case; but the appeal made to the public by the accused, in a paper which the Court has pronounced to be “of an insubordinate and disrespectful character, containing remarks and statements not warranted by the facts,” rendered it necessary for the Department either to tolerate the disrespect and submit to the unfounded aspersions, or refer the case to the investigation and decision of a court-martial.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 34.

May 4, 1864.

Publishing an “act fixing certain rules and regulations for preventing collisions on the water.” Embraced in section 2, article IX, Navy Regulations.

GENERAL ORDER, No. 35.

May 5, 1864.

Dismissal of Acting Master *Edward Jones*, for kicking and abusing a seaman, and of Acting Assistant Surgeon *W. H. Harlin*, for screening the offender.

CIRCULAR.

May 5, 1864.

Hereafter all reports of surveys will be forwarded through the respective fleet officers for their endorsement, previous to being sent to the Commander-in-Chief for the Navy Department, or Bureaus.

GIDEON WELLES,
Secretary of the Navy.

To Squadrons.

CIRCULAR.

May 12, 1864.

The Secretary of the Navy announces to the Navy and Marine Corps the death of Colonel JOHN HARRIS, the colonel commandant of the Marine Corps, which occurred in the city of Washington on the morning of the 12th instant. The deceased entered the Marine Corps on the 13th of April, 1814, and was appointed to the command of it 7th of January, 1857.

For half a century he performed the duties entrusted to him with zeal and efficiency, and was regarded as a reliable, upright, and intelligent officer, exerting himself on all occasions to maintain the discipline and gallantry of the corps.

In respect to his memory, it is hereby directed that on the day after the receipt hereof, the flags at the different marine barracks and at the Washington Navy Yard be hoisted at half-mast; also, that eleven minute-guns be fired from the Washington yard at meridian.

Officers of the Marine Corps will wear crape on the left arm for thirty days.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 36.

May 16, 1864.

Pay Table of petty officers and seamen. (*See Pay Table in Navy Register.*)

GENERAL ORDER, No. 37.

May 17, 1864.

The attention of General Courts-Martial is directed to section 2 of the "Act relating to appointments in the Naval Service and Courts-Martial," approved May 16, 1864, as follows:

"*And be it further enacted*, That Naval Courts-Martial shall have power to sentence officers who shall absent themselves from their commands without leave, to be reduced to the rating of ordinary seamen."

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

May 20, 1864.

SIR: The Act of Congress approved 16th of July, 1862, directs, "That the hours of labor and rate of wages of the employes in the navy yards shall conform, as nearly as is consistent with the public interest, with those of private establishments in the immediate vicinity of the respective yards, to be determined by the commandants of the navy yards, subject to the approval and revision of the Secretary of the Navy." The effect of this law causes continuous applications to the Department for changes in the pay of workmen in the navy yards, and creates much embarrassment and annoyance to the Department.

It is hereby ordered that the commandants of each yard appoint a Board, to be composed of one line officer, one head of Division, and one master workman, to make diligent inquiry at the principal private mechanical establishments in the vicinity of the yard, and ascertain the established rule for working hours at each establishment, the number of men employed, the number of classes of workmen, the number in each class, and the rate of wages paid each class of workmen.

This information having been obtained, the Board will report the result, with a statement of the private establishments called upon, to the commandant, who will cause to be posted at the muster office, for two days previous to the 25th of the month, the reported scale of wages, that the workmen may examine it and state their views of its merits to the commandant. The scale then fixed upon will be submitted to the Department, and if approved, the rate established will remain in force for two months *without change*. This order to take effect on the first of June next, and on the 15th day of every second month thereafter a similar investigation will be made and the result reported as before. From the first of June the wages of master workmen not on salary will be advanced fifty cents per diem, and writers not on salary, and under three dollars, will be advanced twenty-five cents per diem.

Commandants of Navy Yards.
GIDEON WELLES,
Secretary of the Navy.

CIRCULAR LETTER.

May 26, 1864.

SIR: Painters, 1st class, is hereby substituted for "Painter's mates," and Painters, 2d class, for "Painters," in General Order, No. 36, issued on the 16th instant.

Very respectfully,

Commandants of Navy Yards and Squadrons.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

May 27, 1864.

The following Act of Congress is published for the information of paymasters and other officers of the Navy.

GIDEON WELLES,
Secretary of the Navy.

* * * * *

An Act for the classification of the clerks to paymasters in the Navy, and graduating their pay.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the annual pay of clerks to paymasters in the Navy shall be as follows, namely: Clerks to paymasters at the Boston, New York, Washington, and Philadelphia stations, twelve hundred dollars; at other stations, one thousand dollars. Clerks to inspectors in charge of provisions and clothing at Boston, New York, and Philadelphia, twelve hundred dollars; at other inspections, one thousand dollars. Clerks to paymasters in receiving ships at Boston and New York, twelve hundred dollars; on other receiving ships and in vessels of the first rate and at the Naval Academy, one thousand dollars. Clerks to fleet paymasters and to paymasters of vessels of the second rate, eight hundred dollars.

Clerks to paymasters of vessels of the third rate having complements of more than one hundred and seventy-five persons, and to paymasters of supply steamers and store vessels, seven hundred dollars: *Provided*, that no paymaster or assistant paymaster shall be allowed a clerk in a vessel having the complement of one hundred and seventy-five persons or less, excepting in supply steamers and store vessels. *And provided further*, that nothing in this act shall be construed to alter the pay now allowed by law to the paymaster's clerk at Mare Island.

Approved May 26, 1864.

GENERAL ORDER, No. 38.

June 27, 1864.

Dismissal of Second Assistant Engineer *S. Wilkins Cragg*, inspector of the boilers of the *Chenango*.

GENERAL ORDER, No. 39.

July 16, 1864.

Publishing finding and sentence of Naval General Court-Martial in the case of Acting 3d Assistant Engineer *William J. Moffit*. Charge, "Desertion." Found Guilty. "Reduced to the rating of a first-class fireman, to serve for the term of two years, and to forfeit all pay now due him."

GENERAL ORDER, No. 40.

August 5, 1864.

At a Naval General Court-Martial convened at the Navy Yard, New York, Acting Third Assistant Engineer *George W. Latham*, of the Navy, was recently tried and found guilty of the charges of "DRUNKENNESS" and "ASSAULTING AND ABUSING AN OFFICER," and was sentenced in the following terms:

"To be suspended from duty for two months from the date of the sentence, and to be confined during that time within the limits of the United States receiving ship at the New York navy yard, and to be reprimanded by the honorable the Secretary of the Navy in General Orders."

* * * * *

The sentence in this case is disapproved, and will not be carried into execution.

The Department has had occasion more than once since the passage of the revised "Act for the better government of the Navy," to direct the attention of courts-martial, by General Orders, to that article of the law which provides that "it shall be the duty of a court-martial, in all cases of conviction, to adjudge a punishment adequate to the character and nature of the offense committed; but the members of a court may recommend the person convicted as deserving of clemency, and state on the record their reasons for so doing."

This sentence appears to the Department, after a full consideration of the record in the case, to be even more objectionable and more in disregard of the law than the sentences which called forth the General Orders referred to. The engineers of a ship-of-war should, perhaps more than any other class of officers, be exempt from the disqualifying vice of indulgence to excess in intoxicating liquors. The safety of the ship, its efficiency—even the honor of the flag—depends in a great degree on their sobriety and vigilant attention to duty. Yet, for the offense of drunkenness, aggravated by the assault and abuse of an officer, and without any palliating circumstances to authorize a recommendation to clemency, an engineer is sentenced by this

Court to be relieved from duty for two months without losing any portion of his pay. The same officer, if he had committed no offense, could not have obtained permission from the Department, under present circumstances, to remain idle for two months, rendering no service, yet receiving pay.

If the sentence were approved, the Department would be unable, after such approval, to frame a reprimand which would impress upon the convicted officer a proper sense of the gravity of the offense committed by him. He would necessarily infer from the sentence and its approval that his offense was of the most trifling character, and thus be led to a repetition of it.

Acting Third Assistant Engineer Latham is relieved from arrest, and will be ordered to duty.

GIDEON WELLES.

Secretary of the Navy.

CIRCULAR.

August 9, 1864.

The following course of examination will be required for all officers of the volunteer naval service, for entering that service or for promotion in it. The commanding officers of squadrons will, upon recommending an officer of the volunteer naval service for promotion, forward at the same time to this Department a report of his qualifications, in accordance with these regulations. And should a volunteer officer be reported by his commanding officer as incompetent to discharge the duties assigned him, he will be subjected to this examination, a report of which will be forwarded to the Department.

In the examination of candidates for the position of ACTING MATE, there being but three years' sea service required, a proficiency in seamanship and navigation is not to be expected. It is desirable to ascertain the general intelligence of the candidate and his aptitude for the duties of the position.

IN SEAMANSHIP.—Such ordinary routine of ship duties and knowledge of seamanship as any one may acquire in three years at sea.

NAVIGATION.—Observing and working the meridian altitude of the sun for latitude, and dead reckoning.

Acting Ensign.

Will be examined in—

SEAMANSHIP.—General routine of rigging ship and stowing hold; bending, unbending, reefing, and furling sails; working anchors, cables, and hawsers; tacking, wearing, and the ordinary evolutions; hand and deep-sea lead lines.

NAVIGATION.—Log-line, compass and its corrections; dead reckoning, use and adjustments of sextant and quadrant; observing and working meridian altitude and longitude by chronometer.

GUNNERY.—Stationing men at gun, and gun exercise; loading, and use of tangent sight and fuzes; small-arm drill and broad-sword exercise.

The examination in gunnery is only to be required in candidates for promotion who have served as Acting Mates, and not for original appointments to Acting Ensigns.

Acting Master.

SEAMANSHIP.—Rigging, and stowing hold, as practiced in the naval service; naval routine of bending and unbending sails; crossing and sending down yards; working ship and sails under all circumstances, and working anchors and cables.

NAVIGATION.—Log-line, compass and its corrections; dead reckoning; use of sextant, with corrections and adjustments; observing and working meridian altitude, single and double altitudes; longitude by chronometer and lunar distances; amplitude and azimuth; latitude by Polar star; treatment of and rating chronometer; use of barometer and thermometer, and use of charts.

GUNNERY.—Stationing men at guns; broadside and pivot gun; small-arm and broad-sword exercise; use of tangent sight; mounting and dismounting guns; exercise of boat and field howitzer; stowing magazine and shell-room and working powder division; use and adjustment of fuzes, and general use and management of rifle guns.

In addition, the candidate will be examined and a report made as to his proficiency in the ordinary branches of English education—reading, writing, arithmetic, and geography—specifying any accomplishments which the candidate may possess.

Acting Volunteer Lieutenants.

The examination will consist of that specified for Acting Masters, with the addition in—

SEAMANSHIP, watching, and stationing crews for all evolutions, and requiring a greater proficiency in all naval routine, and the management of a vessel under sail and steam.

GUNNERY.—A good knowledge of Ordnance Manual.

Acting Volunteer Lieutenant Commanders and Acting Volunteer Commanders.

The examination the same as for Acting Volunteer Lieutenants, but to be conducted with more precision, and with a view to ascertain the qualification of the candidate for separate command, and ability for conducting correspondence. &c. All the requirements are to be strictly complied with.

Board for examination for ACTING MATE will consist of one Acting Volunteer Lieutenant, or Master, and two Acting Ensigns.

For ACTING ENSIGN, will consist of one regular officer and two volunteer, not below the grade of Master.

For ACTING MASTER, will consist of one regular officer and two Volunteer Lieutenants.

For ACTING VOLUNTEER LIEUTENANT, will consist of two regular officers and one Acting Volunteer Lieutenant.

For ACTING VOLUNTEER LIEUTENANT COMMANDER, will consist of two Commanders and one Lieutenant Commander.

For ACTING VOLUNTEER COMMANDER, will consist of one Commodore, or Captain, and two Commanders.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

August 13, 1864.

Circular No. 38, issued by the Provost Marshal General, is as follows:

"Skilled mechanics and operatives employed in the armories, arsenals, and navy yards of the United States who shall be drafted, and, on examination, held to service, will not be required to report for duty under such draft so long as they remain in the aforesaid service, provided the officer in charge shall certify that their labor as mechanics or operatives is necessary for the Naval or Military Service. In accordance with the provisions of the circular, should skilled mechanics and operatives employed in the yard be drafted, the commandant will certify to the Provost Marshal General that their labor as mechanics or operatives is necessary for the naval service. The exemption from military duty continues only as long as the drafted persons are employed in the navy yard, and should either of them leave for any cause, the fact will be immediately reported to the Provost Marshal General. The commandant will decide what operatives come within the provisions of the circular.

Very respectfully,

To Commandants of Navy Yards.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDERS, NO. 41.

October 26, 1864.

At a Naval General Court-Martial, convened at the Naval Academy, Newport, R. I., October 13, 1864, Midshipman *Edward N. Roth* was arraigned on a charge of "violating a General Order of the Secretary of the Navy," by causing a quantity of spirituous liquor to be brought on board the practice ship *Macedonian*; of which charge he pleaded "Guilty," and was sentenced by the Court to be dismissed from the Navy of the United States."

At the same Court, Midshipman *Robert E. Carmody* was arraigned on the charge of "drunkenness," of which he pleaded "Guilty;" and the sentence of the Court is, that he "be suspended from duty for six months, be dismissed from the Naval Academy during that period, and that his pay and emoluments be suspended during one-half of that period."

At the same Court, Midshipman *Benjamin S. Richards* was arraigned on the charge of "drunkenness," of which he pleaded "Guilty;" and the sentence of the Court is, that he "be suspended from duty for five months, to be dismissed from the Naval Academy during that period, and that his pay and emoluments be suspended for three months."

The proceedings and sentences of the Court in these cases are approved.

In the case of Midshipman *Roth*, the Court say: "The evidence shows that this is the first grave offense the accused has committed since he has been at the Academy, and the Court therefore suggests that the revising authority should take this fact into consideration in the final disposition of his case."

In view of the recommendation of the Court, the sentence in the case of Midshipman *Roth* will be suspended for further consideration.

The sentences in the cases of Midshipmen *Carmody* and *Richards* will be carried into execution, the suspension in each case to take effect from this date.

The records in these cases show that the accused were properly warned by the presiding officer of the nature of the plea of "Guilty." This should be done in all cases where a plea of guilty is made, but more particularly when the inexperience or condition of the person arraigned may suggest a doubt whether he is fully sensible of the nature of the plea.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

November 15, 1864.

SIR: When articles are required for which there is an existing contract, the store-keeper will make requisition, approved by the commandant, directly upon the contractor, and not upon the navy yard.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

To Commandants of Navy Yards.

GENERAL ORDER, No. 42.

December 1, 1864.

Publishing Executive Order of September 24, 1864, relative to the purchase of products of insurrectionary States.

GENERAL ORDER, No. 43.

December 7, 1864.

Dismissal of Captain *Edward McD. Reynolds*, of the Marine Corps, as morally unfit for the service.

GENERAL ORDER, No. 44.

December 7, 1864.

Publishing findings and sentences of Naval General Courts-Martial in the cases of—

Wm. J. Lewis, master's mate, Wabash, on the charge of "drunkenness." Sentence of dismissal mitigated to suspension and confinement for two months on half-pay.

G. W. Caswell, acting master, St. Lawrence, "was found guilty of 'disobedience of orders,' in that he did not return to his vessel at sunset, and of 'treating with contempt his superior officer while in the execution of his office,' and sentenced 'to be cashiered, and forever disqualified from holding any office or appointment under the government of the United States.' A court-martial cannot disqualify any person in this manner; this part of the penalty is therefore remitted, and the sentence is mitigated to 'confinement for three months without pay;' and will be executed at the Navy Yard, Boston."

Acting Volunteer Lieutenant *J. M. Williams*, guilty of "drunkenness," and "conduct unbecoming an officer," and sentenced him "To be dismissed the service." But in consequence of the recommendation of the Court, and testimonials of previous correct habits and deportment, and desiring to afford him an opportunity to retrieve his character, the sentence of the Court in this case is set aside, and Acting Volunteer Lieutenant *J. M. Williams* will return to duty, remembering that the charges proven against him are still stains upon his reputation as an officer and his character as a gentleman, which, though unpunished, are not removed, and can only be atoned for by a strict and constant attention to duty, and by avoiding every irregularity in habits or deportment.

James H. McClure, acting master's mate of the U. S. S. Minnesota, was found guilty of "insubordinate conduct," "conduct unbecoming an officer," and "using threats of violence towards an officer," and was sentenced "to be reduced to the rate of ordinary seaman for fifteen months, and, at the expiration of that time, to be dishonorably discharged the naval service of the United States;" which sentence is approved by this Department.

C. H. Beekman, acting third assistant engineer of the U. S. S. Tacony, was found guilty of "violation of the act of Congress prohibiting the introduction of spirituous liquors on board vessels of the U. S. Navy," and was sentenced to "confinement for six months in such place, other than a prison, as the Secretary of the Navy may assign, with forfeiture of all pay and subsistence that may accrue during that time, excepting such as may be necessary for his actual support, and to be reprimanded in General Orders." He will be confined at the Navy Yard, Boston, Mass.

William Moubray, gunner, U. S. Navy, was found guilty of "absence from his station and duty after leave expired," "neglect of duty," and "falsehood," and sentenced "to be dismissed the service;" but, by reason of the recommendation of the Court, the sentence is mitigated to "suspension on half-pay for six months," and so approved.

Thomas Hawling, acting master's mate of the U. S. S. Phlox, was found guilty of "mutinous conduct," and was sentenced "to be confined for ten years at hard labor in such penitentiary as the Hon. Secretary of the Navy may direct, and to forfeit all pay and allowances now due or that may become due during that period; and that, at the end of ten years, he be dishonorably discharged from the Navy of the United States." This sentence will be carried into execution at the penitentiary at Albany, New York.

John McGovern, acting master's mate of the U. S. S. *Phlox*, was found guilty of "drunkenness," and sentenced to "dismissal from the service." This sentence is mitigated to "suspension from duty without pay for three months;" and thus is approved.

C. F. Russell, acting ensign of the U. S. S. *Commodore Morris*, was found guilty of "overstaying his leave" and "treating with contempt his superior officer while in the execution of his office," and sentenced "to be dismissed the service." In this case, the record transmitted to the Department is defective. The statement of the accused is not attached to the record of proceedings, although referred to therein as "annexed" "and marked E." The revising power, therefore, not being in possession of the whole case, the sentence is set aside, and Acting Ensign *C. F. Russell* will return to duty.

Also in the cases of sundry petty officers and seamen.

CIRCULAR.

December 30, 1864.

Regulations for the admission and advancement of volunteer line officers and engineers in the Mississippi Squadron:

Acting master's mates are to be between the ages of nineteen (19) and thirty (30) years. If from the Atlantic States, to have seen three (3) years' service at sea as an officer or before the mast. If from the inland States, to have seen one (1) year's service on steamers on the lakes or western rivers or in the army.

The commander of the squadron will make all such appointments as vacancies occur.

Acting ensigns are to be between the ages of twenty-one (21) and thirty-five (35). If from the Atlantic States, to have seen eight (8) years' service at sea as an officer or before the mast. If from the inland States, to have seen three (3) years' service on the rivers or lakes before the mast, or as a line officer on board of steamers, or been three (3) years in the army and been honorably discharged. The commander of the squadron will make appointments of Acting Ensigns according to the above rule, subject to the approval of the Department. Appointments to acting second and third assistant engineers will be made by the commander of the squadron from such competent and experienced persons as he shall designate, according to rules for examination which he will prescribe.

Promotions above the grade of ensign and second assistant engineers to be recommended to the Department, when vacancies occur, by the Commander-in-Chief. No appointments to be made to these or any other office in the gift of the Commander-in-Chief unless the party shall first file evidence of his citizenship, place of nativity, fair English education, proof of loyalty and sobriety, and have passed a physical examination.

No foreigner can be appointed a line officer. No person formerly of the Naval School can be appointed a line officer, without the previous authority of the Navy Department.

The qualifications of all appointments in the Mississippi squadron must be forwarded to the Department record.

CIRCULAR.

December 30, 1864.

SIR: Hereafter all funds deposited by enlisted men, as security for their return from absence on leave, and forfeited by their desertion, and any bounty money or advanced pay refunded by minors or others discharged from the service, will be deposited by the paymaster with the nearest assistant treasurer, the advance money to the credit of pay of the Navy, and the bounty and other money to the appropriation for naval bounties—the certificate of deposit in the case of advanced pay to be transmitted to the Navy Department, and in other cases to the Bureau of Equipment and Recruiting, to be sent to the 4th Auditor of the Treasury.

I am, respectfully,

Your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

To Commandants of Navy Yards.

GENERAL ORDER, No. 45.

December 31, 1864.

Awarding medals of honor to—

J. Henry Denig, sergeant of marines, Brooklyn.

Michael Hudson, sergeant of marines, Brooklyn.

William M. Smith, and

Miles M. Oviatt, corporals of marines, Brooklyn.

Barnett Kenna, quartermaster, and
 William Halsted, cockswain, Brooklyn.
 * Joseph Brown, quartermaster, Brooklyn.
 Joseph Irlam, seaman, Brooklyn.
 Edward Price, cockswain, Brooklyn.
 Alexander Mack, captain of top, Brooklyn.
 William Nichols, quartermaster, Brooklyn.
 Nicholas Irwin, seaman, Brooklyn.
 John Cooper, cockswain, Brooklyn.
 John Brown, captain of forecastle, Brooklyn.
 John Irving, cockswain, Brooklyn.
 William Blagdeen, ship's cook, Brooklyn.
 William Madden, coal-heaver, Brooklyn.
 James Machon, boy, Brooklyn.
 William H. Brown, landsman, Brooklyn.
 James Mifflin, engineer's cook, Brooklyn.
 James E. Sterling, coal-heaver, Brooklyn.
 Richard Dennis, boatswain's mate, Brooklyn.
 Samuel W. Davis, ordinary seaman, Brooklyn.
 Samuel Todd, quartermaster, Brooklyn.
 Thomas Fitzpatrick, cockswain, Hartford.
 Charles Melville, ordinary seaman, Hartford.
 William A. Stanley, shellman, Hartford.
 William Pelham, landsman, Hartford.
 John McFarland, captain of forecastle, Hartford.
 James R. Garrison, coal-heaver, Hartford.
 Thomas O'Connell, coal-heaver, Hartford.
 Wilson Brown, landsman, Hartford.
 John Lawson, landsman, Hartford.
 Martin Freeman, pilot, Hartford.
 William Densmore, chief boatswain's mate, Richmond.
 Adam Duncan, boatswain's mate, Richmond.
 Charles Deakin, boatswain's mate, Richmond.
 Cornelius Cronin, chief quartermaster, Richmond.
 William Wells, quartermaster, Richmond.
 Hendrick Sharp, seaman, Richmond.
 Walter B. Smith, ordinary seaman, Richmond.
 George Parks, captain of forecastle, Richmond.
 Thomas Hayes, cockswain, Richmond.
 Lebbens Sinkins, cockswain, Richmond.
 Oloff Smith, cockswain, Richmond.
 Alexander H. Truett, cockswain, Richmond.
 Robert Brown, captain of top, Richmond.
 John H. James, captain of top, Richmond.
 Thomas Gripps, quartermaster, Richmond.
 John Brazell, quartermaster, Richmond.
 James H. Morgan, captain of top, Richmond.
 John Smith, second captain of top, Richmond.
 James B. Chandler, cockswain, Richmond.
 William Jones, captain of top, Richmond.
 William Doolen, coal-heaver, Richmond.
 James Smith, first captain of forecastle, Richmond.
 Hugh Hamilton, cockswain, Richmond.
 James McIntosh, captain of top, Richmond.
 William M. Carr, master-at-arms, Richmond.
 Thomas Atkinson, yeoman, Richmond.
 David Sprowle, orderly sergeant of Marine Guard, Richmond.
 Andrew Miller, sergeant of Marines, Richmond.
 James Martin, sergeant of Marines, Richmond.
 William Phinney, boatswain's mate, Lackawanna.
 John Smith, captain of forecastle, Lackawanna.
 Samuel W. Kinnaird, landsman, Lackawanna.
 Patrick Dougherty, landsman, Lackawanna.
 Michael Cassidy, landsman, Lackawanna.
 George Taylor, armorer, Lackawanna.
 Louis G. Chaput, landsman, Lackawanna.
 James Ward, quarter gunner, Lackawanna.
 Daniel Whitfield, quartermaster, Lackawanna.
 John M. Burns, seaman, Lackawanna.

* Forfeited medal by deserting.

John Edwards, captain of top, Lackawanna.
 Adam McCulloch, seaman, Lackawanna.
 James Sheridan, quartermaster, Oneida.
 John E. Jones, quartermaster, Oneida.
 William Gardner, seaman, Oneida.
 John Preston, landsman, Oneida.
 William Newland, ordinary seaman, Oneida.
 David Naylor, landsman, Oneida.
 Charles B. Woram, ordinary seaman, Oneida.
 Thomas Kendrick, cockswain, Oneida.
 James S. Roantree, sergeant of Marines, Oneida.
 Andrew Jones, chief boatswain's mate, Chickasaw.
 James Seanor, master-at-arms, Chickasaw.
 William C. Connor, boatswain's mate, Howquah.
 Alexander Robinson, boatswain's mate, Howquah.
 Martin Howard, landsman, Tacony.
 James Tallentine, quarter gunner, Tacony.
 Robert Graham, landsman, Tacony.
 Henry Brutsche, landsman, Tacony.
 Patrick Colbert, cockswain, Commodore Hull.
 James Haley, captain of forecastle, Kearsarge.
 John F. Bickford, captain of top, Kearsarge.
 Charles A. Read, cockswain, Kearsarge.
 William Smith, quartermaster, Kearsarge.
 William Bond, boatswain's mate, Kearsarge.
 Charles Moore, seaman, Kearsarge.
 George H. Harrison, seaman, Kearsarge.
 Thomas Perry, boatswain's mate, Kearsarge.
 John Hayes, cockswain, Kearsarge.
 George E. Read, seaman, Kearsarge.
 Robert Strahan, captain of top, Kearsarge.
 James H. Lee, seaman, Kearsarge.
 Joachim Pease (colored), seaman, Kearsarge.
 William B. Poole, quartermaster, Kearsarge.
 Michael Aheam, paymaster's steward, Kearsarge.
 Mark G. Ham, carpenter's mate, Kearsarge.
 John W. Lloyd, cockswain, Wyalusing.
 Charles Baldwin, coal-heaver, Wyalusing.
 Alexander Crawford, fireman, Wyalusing.
 John Laverty, fireman, Wyalusing.
 Benjamin Lloyd, coal-heaver, Wyalusing.
 David Warren, cockswain, Monticello.
 William Wright, yeoman, Monticello.
 John Sullivan, seaman, Monticello.
 Robert T. Clifford, master-at-arms, Monticello.
 Thomas Harding, captain of forecastle, Dacotah.
 Perry Wilkes, pilot, Signal.
 John Hyland, seaman, Signal.
 Michael McCormick, boatswain's mate, Signal.
 Timothy O'Donoghue, seaman, Signal.
 George Butts, gunner's mate, Signal.
 Charles Asten, quarter gunner, Signal.
 John Ortega, seaman, Saratoga.
 Maurice Waggs, cockswain, Rhode Island.
 R. H. King, landsman, Picket Boat, No. 1.
 — Wilkes, landsman, Picket Boat, No. 1.
 — Denning, landsman, Picket Boat, No. 1.
 Bernard Harley, ordinary seaman, Picket Boat, No. 1.
 William Smith, ordinary seaman, Picket Boat, No. 1.
 Richard Hamilton, coal-heaver, Picket Boat, No. 1.
 Edward J. Houghton, ordinary seaman, Picket Boat, No. 1.
 Oliver O'Brien, cockswain, Canandaigua.
 * Frank Lucas, cockswain, Agawam.
 William Garvin, captain of forecastle, Agawam.
 Charles J. Bibber, gunner's mate, Agawam.
 John Neil, quarter gunner, Agawam.*
 Robert Montgomery, captain of afterguard, Agawam.
 James Roberts, seaman, Agawam.
 Charles Hawkins, seaman, Agawam.

* Forfeited medal by deserting.

Dennis Conlan, seaman, Agawam.
 James Sullivan, ordinary seaman, Agawam.
 William Hinnegan, 2d class fireman, Agawam.
 Charles Rice, coal-heaver, Agawam.

CIRCULAR.

January 1, 1865.

SIR: The pay of the crews of receiving ships and the number of men allowed in each rating will hereafter be in conformity with the following table:

Rating.	Monthly pay.	Number, Receiving Ships Ohio, North Carolina, and Vermont.	Number, all other Receiving Ships.
Quartermasters	\$25	4	4
Bowswain's mates	25	3	2
Captains of holds	20	1	1
Quarter gunners	25	2	1
Captains after guard	22	2	2
Ship's cooks	30	1	1
Assistant cooks	25	1	1
Master-at-arms	35	2	1
Ship's carpenters	25	3	2
Coopers	20	1	1
Printers	25	1	—
Ship's writers	30	2	1
Bag-room keepers	20	2	1
Lamp cleaners	20	2	2
Carpenter's mates	25	1	1
Yeomen	30	1	1
Cabin stewards	35	1	1
Cabin cooks	30	1	1
Wardroom stewards	30	1	1
Wardroom cooks	25	1	1
Steerage stewards	20	1	1
Steerage cooks	18	1	1
Assistant cooks	18	4	1
Nurses	14	1	1
Surgeon's stewards	33	1	1
Paymaster's stewards	30	1	1
Seamen	18	6	4
Ordinary seamen	16	8	6
Landsmen	14	18	13

The rate of seamen on board receiving ships will be confined to old man-of-war men, of good character, disabled for active service.

GIDEON WELLES.

*Secretary of the Navy.**Commandants of Navy Yards.*

GENERAL ORDER, No 46.

January 5, 1865.

Publishing findings and sentences of Naval General Courts-Martial in the cases of—

John G. Cunningham, acting third assistant engineer of the U. S. S. *Pink*, pleaded "Guilty" to the charge of drunkenness and conduct unbecoming an officer of the Navy, and was sentenced "to be publicly reprimanded, to be deprived of liberty, and suspended from duty for three months; to be on 'leave pay,' and remain on board the U. S. S. *Potomac* during the time of such suspension." He will be reprimanded by the commanding officer of the squadron, who will see that the sentence is fully carried into execution.

David Fader, acting master's mate, of the U. S. S. *Release*, was found guilty of "drunkenness," "using abusive and insulting language to a superior officer," and "assaulting and striking his superior officer in execution of his duty," and sentenced "to be imprisoned one (1) year in such prison as the Secretary of the Navy shall designate, and to forfeit all prize money and pay that may be due to him on the approval of this sentence; and that, at the expiration of such imprisonment, he be dismissed from the Naval service."

He was recommended by the Court to clemency, for that he has been promoted for gallantry from the rate of seaman, and has always borne an excellent character for sobriety and efficiency, both as a private and an officer.

The penalty in this case is remitted, except the loss of pay and prize money, and he will return to duty.

James R. Smith, acting ensign of the U. S. S. *Isonomia*, was found guilty of the charge of "scandalous conduct, tending to the destruction of good morals," in that he took fifty dollars each from two recruits on board the receiving ship *North Carolina*, in consideration of his using his influence to have them transferred to the *Isonomia*. He was sentenced "to be dismissed from the Naval service, and to be confined for the term of six (6) months in such prison as the Secretary of the Navy may direct for that purpose, and to forfeit all pay and prize money now due and that may become due to him at the time of the approval of this sentence." The confinement in this case is remitted, and the residue of the sentence is approved.

George Taylor, acting ensign, was found guilty of "desertion" and "fraud," in that he received large sums of money from recruits on board the receiving ship *North Carolina*, under pretense of depositing the same in the safe for security, but converted it to his own use and attempted to escape. He was sentenced "to be imprisoned at hard labor, for the term of five (5) years from the date of the approval of this sentence, in such prison as the Secretary of the Navy may designate for that purpose, and that he be dismissed from the naval service, and that he forfeit all pay now due or that may become due him."

In view of the fact that he has refunded or given security for all the money thus fraudulently received by him, this sentence is deemed adequate, and will be carried into execution at the penitentiary at Albany, New York.

All officers, on receipt of official information designating the place where sentence is to be carried into execution, will at once cause any prisoner or prisoners under their command, whose place of punishment is so designated, to be forwarded, under proper guard, and delivered over to the proper authority for that purpose. Where this cannot be done, the prisoner or prisoners should be forwarded to some navy yard or naval station in the vicinity of the place so designated, and that fact immediately reported to the Department.

And in all cases a separate receipt must be taken for each prisoner delivered for execution of sentence, from the authority to whom he is delivered, and promptly forwarded to the Department.

CIRCULAR.

January 14, 1865.

Uniform of a Vice-Admiral.

The uniform of a Vice-Admiral shall be the same as that prescribed for a Rear Admiral in the Regulations of January 28, 1864, with the following exceptions:

Cap ornaments.—Three silver stars, instead of two, above the gold wreath, the third one equi-distant from and below the others and partially covering a gold embroidered foul anchor placed vertically.

Shoulder-straps.—Three silver stars, instead of two, the center one partially covering a gold foul anchor placed nearly horizontally, the tips of one the rays passing through the ring of the anchor.

Sleeve ornaments.—A strip of gold lace one inch and a half wide, with the lower edge an inch and a half from the end of the sleeve, and two other stripes of gold lace one-quarter of an inch wide, with a space of half an inch between the wide and narrow laces, respectively; also the gold star worn by line officers.

Overcoat ornaments.—Three silver stars, instead of two, parallel with the ends of the collar.

Change in sleeve ornaments of Rear Admirals.—The sleeve ornaments for a Rear Admiral shall be the same as for a Vice-Admiral, except that there shall be but one strip of narrow lace instead of two.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 47.

January 27, 1865.

At a Naval General Court-Martial, in session at the Navy Yard, Philadelphia, December 15, 1864, Lieutenant Commander Austin Pendergrast was brought to trial, by order of the Secretary of the Navy, upon the charge of "culpable inefficiency in the discharge of duty;" the specification setting forth that, on or about the 3d of June, 1864, the said Lieutenant Commander Austin Pendergrast, being then in command of the U. S. steamer *Water Witch*, lying at anchor in Ossabaw Sound, on the coast of Georgia, and peculiarly exposed to attack by the enemy, did not take proper precautions to secure his vessel against surprise and attack by night, neither by stationing picket boats, nor by leaving the charge of the deck in the hands of a vigilant and competent officer. To which charge the accused pleaded "Not guilty." So much of the specification as refers to the leaving of the deck in charge of an officer who was not vigilant nor competent is considered by the court "*not proven*;" all the remainder is found to have been "*proven*," and the accused is found "*of the charge*

Guilty," and sentenced "to be suspended from duty for two years from the date of this sentence (January 16, 1865), on half-pay, with loss of rank during the period of his suspension." Sentence approved.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 48.

February 14, 1865.

Commanding officers will not permit agents or brokers to visit vessels of the Navy for the purpose of inducing men to sign certificates or claims for bounties or credits; nor will they certify to such papers, nor sign them, but refer the agents or the claims of the men to the Bureau of Equipment and Recruiting. Any person serving on board a national vessel who shall receive a circular or notice from any broker or other person inviting his co-operation in procuring credits, shall immediately deliver such circular or paper to the commanding officer, under penalty of court-martial.

When a person enlists on board, and is accompanied by a State, county, or town agent, exhibiting authority as such, to pay the local bounty which such recruit is to receive, a receipt may be given the agent, signed by the recruit, and certified by the commanding officer; and such enlistment, with amount of local bounty paid, place to which credited, and whether enlisted as volunteer or substitute, immediately reported to Bureau of Equipment and Recruiting.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

February 20, 1865.

Accompanying this is a copy of the Book of Allowances, recently published by the Department, and now adopted, which will, until otherwise ordered, be observed in the issues to and outfits for vessels of the United States Navy.

The prescribed allowances will not be exceeded or in any respect departed from except by authority of the Navy Department. The adaptation of these allowances to their respective purposes can be best determined by actual trial of them, when defects not now apparent may exhibit themselves. Blank leaves have therefore been inserted in the book, so that any necessary changes which experience may suggest, or any alterations which may from time to time be authorized, may be noted. The table of allowance of officers and crews has been in some respects modified by other recent regulations, and, so far as it is affected by them, will be regarded as annulled. The Department desires the commandants of navy yards and stations, the commanders of squadrons, and commanders of vessels, to communicate to the appropriate Bureau every three months, or oftener when the importance of the matter may demand it, any faults in the allowance tables, as ascertained from their actual use, and any suggestions that would tend to perfect them.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

February 22, 1865.

The instructions appended to the Circular from this Department dated December 22, 1863, are hereby repealed so far as relates to the length of "sea service" required from candidates for promotion in the grade of second and third assistant engineers of the United States Navy.

Hereafter candidates for promotion to the grade of second assistant engineers must have served at least two years at sea as third assistant engineers on board of a naval steamer, to commence with the date of May 20, 1863. Candidates for promotion to the grade of first assistant engineers must have served at least three years at sea as second assistant engineers on board of a naval steamer, to commence with the date of April 21, 1863. And the appointments of assistant engineers, who have been examined and passed for promotion, shall date from the completion of their sea service, which date shall not affect their relative positions with regard to their classes.

Very respectfully.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 49.

March 16, 1865.

In pursuance of the provisions of an act of Congress approved March 3, 1865, acting master's mates will hereafter be styled mates.

The pay of mates will be at the rate of forty dollars per month. After the completion of a year's continuous service as mates, they will be paid hereafter at the rate of sixty dollars per month whilst on sea service.

Mates may be rated, under authority of the Secretary of the Navy, from seamen and ordinary seamen who have enlisted in the naval service for not less than two years, and will receive the same compensation as other mates; but such rating of an enlisted man, or his appointment as an officer, shall not discharge him from his enlistment.

No person appointed or rated an officer or clerk in the Navy shall receive any bounty while holding an appointment.

Acting passed assistant surgeons and acting surgeons may be appointed in the same manner as acting assistant surgeons are now appointed, who shall receive the compensation of their respective grades.

Two years' service in the Navy as acting assistant surgeon will be required before examination for promotion, except under peculiar circumstances, to be judged of by the Department.

No acting assistant surgeon who is more than forty years of age will be examined for promotion.

An examination for promotion may be declined by an acting assistant surgeon without detriment to present position.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 50.

April 12, 1865.

Publishing Executive Proclamations of April 11, 1865, closing certain ports in the rebellious States, and denying, on certain conditions, privileges and immunities to vessels of war of certain nations.

GENERAL ORDER, No. 51.

April 15, 1865.

The Department announces with profound sorrow to the officers and men of the Navy and Marine Corps the death of ABRAHAM LINCOLN, late President of the United States. Stricken down by the hand of an assassin on the evening of the 14th instant, when surrounded by his family and friends, he lingered a few hours after receiving the fatal wound, and died at seven o'clock twenty-two minutes this morning.

A grateful people had given their willing confidence to the patriot and statesman under whose wise and successful administration the nation was just emerging from the civil strife which for four years has afflicted the land, when this terrible calamity fell upon the country. To him our gratitude was justly due, for to him, under God, more than to any other person, we are indebted for the successful vindication of the integrity of the Union and the maintenance of the power of the Republic.

The officers of the Navy and Marine Corps will, as a manifestation of their respect for the exalted character, eminent position, and inestimable public services of the late President, and as an indication of their sense of the calamity which the country has sustained, wear the usual badge of mourning for six months.

The Department further directs, that upon the day following the receipt of this order, the commandants of squadrons, navy yards, and stations, will cause the ensign of every vessel in their several commands to be hoisted at half-mast, and a gun to be fired every half hour, beginning at sunrise and ending at sunset. The flags of the several navy yards and marine barracks will also be hoisted at half-mast.

GIDEON WELLES,
Secretary of the Navy.

SPECIAL ORDER.

April 17, 1865.

By order of the President of the United States, the Navy Department will be closed on Wednesday next, the day of the funeral solemnities of the late President of the United States. Labor will also be suspended on that day at each of the navy yards and naval stations and upon all the vessels of the United States. The flags of all vessels and at all the navy yards and stations and marine barracks will be kept at half-mast during the day, and at twelve o'clock meridian twenty-one minute-guns will be fired by the senior officer of each squadron and the commandants of the navy yards and stations.

Commanders of Stations.

GIDEON WELLES,
Secretary of the Navy.

SPECIAL ORDER.

April 17, 1865.

Vice-Admiral D. C. Farragut and Rear Admiral Wm. B. Shubrick have been designated to make the necessary arrangements on the part of the Navy and Marine Corps for attending, on Wednesday next, the funeral of the late President of the United States.

GIDEON WELLES,
Secretary of the Navy.

SPECIAL ORDER.

April 17, 1865.

Officers of the Navy and Marine Corps will assemble at the Navy Department, in uniform, at 10 o'clock a. m. on Wednesday next, for the purpose of attending the funeral of the late President.

GIDEON WELLES,
Secretary of the Navy.

SPECIAL ORDER.

April 20, 1865.

The following officers of the Navy and Marine Corps will accompany the remains of the late President from the City of Washington to Springfield, the capital of the State of Illinois, and continue with them until they are consigned to their final resting place:

Rear Admiral Charles Henry Davis, Chief Bureau Navigation:

Captain William Rogers Taylor, U. S. Navy:

Major Thomas Y. Field, U. S. Marine Corps.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 52.

April 15, 1865.

Publishing the findings and sentences of Naval General Courts-Martial in the cases of—

Thomas W. King, second assistant engineer of the U. S. S. *Muscoota*, tried at the Navy Yard, New York, March 7, 1865, guilty of "absence without leave," and sentenced "to forfeit two months' pay." Approved.

Lucius Harlow, acting third assistant engineer of the U. S. S. *Granite City*, tried by order of the Secretary of the Navy, at the Navy Yard, New York, January 31, 1865, upon the charges of "disloyalty" and "conduct unbecoming an officer," of both of which he was found "not guilty." Finding approved.

John Kelly, acting ensign, tried by order of the Secretary of the Navy, at the Navy Yard, New York, January 26, 1865, guilty of "absence without leave," and sentenced "to forfeit three months' pay." Approved.

John Sloan, third assistant engineer of the U. S. S. *Kensington*, tried by order of the Secretary of the Navy, at the Navy Yard, New York, upon the charges of "neglect of duty," "disobedience of orders," and "drunkenness," was found guilty of "disobedience of orders," and sentenced "to forfeit three (3) months' pay." The sentence is not approved.

William Braidwood, acting first assistant engineer, U. S. S. *Chimo*, tried by order of the Secretary of the Navy, at the Navy Yard at New York, February 24, 1865, guilty of "conduct unbecoming an officer, and subversive of good discipline," and "disobedience of the lawful order of his superior officer," and sentenced "to be dismissed from the naval service." Sentence approved.

George Dunn, acting ensign, U. S. S. *Resolute*, tried by order of the Secretary of the Navy, at the Navy Yard at Philadelphia, January 30, 1865, guilty of "robbery, and plundering an inhabitant when on shore," and "scandalous conduct, tending to the destruction of good morals," and sentenced "to be reprimanded by the Secretary of the Navy in general orders, and to be cashiered." Sentence approved. This man having been dismissed by the sentence of the Court, and being now out of the service, no further reprimand is considered necessary, except the expression by the Department of its full and entire approval of the finding and sentence of the Court.

Acting Volunteer Lieutenant *W. R. Brown*, U. S. S. *Restless*, tried by order of Acting Rear Admiral Stribling, E. Gulf Squadron, December 5, 1864, guilty of "publicly reprimanding an officer while in discharge of his duty," "embezzlement of the property of the United States," and "scandalous conduct, tending to the destruction of good morals." Sentenced "to be dismissed the service." A recommendation to mercy was made in this case to the revising authority by the members of the Court, based upon the previous good conduct of the accused, and their belief that in his case there was more of ignorance than malice or criminal intent, and also that the charges were made in a malevolent and vindictive spirit. The evidence in the case clearly showing that the recommendation was well founded, the sentence is set aside.

Robert Wood, acting master's mate, U. S. S. *Arthur*, tried by order of Com. Palmer, W. G. B. Squadron, January 2, 1865, guilty of "drunkenness" and "scandalous conduct, tending to the destruction of good morals." Sentenced "to be confined without pay, in such penitentiary as the Secretary of the Navy may direct, for the term of six months, and, at the expiration of that time, to be dishonorably discharged

from the Navy." The Department is compelled to disapprove this sentence. The charges are not for offenses which can be punished by imprisonment in a penitentiary. Sentence set aside.

Levi Robbins, acting third assistant engineer, U. S. S. *Rodolph*, tried by order of Com. Palmer, W. G. B. Squadron, January 4, 1865, guilty of "drunkenness," "assaulting another person in the Navy," and "treating with contempt his superior officer." Sentenced "to be confined for six (6) months in any penitentiary the Secretary of the Navy may select, without pay, and to be dishonorably discharged from the Navy at the expiration of his term of confinement." This is another of the cases where the sentence is to the penitentiary for an offense not capital. Sentence set aside.

And in the cases of sundry petty officers and seamen.

GENERAL ORDER, No. 53.

May 10, 1865.

Publishing Executive Order of April 29, 1865, removing restrictions upon internal, domestic, and coastwise commercial intercourse in certain States.

GENERAL ORDER, No. 54.

May 11, 1865.

Publishing Executive Orders of May 9, 1865, to re-establish the authority of the United States and execute the laws within the State of Virginia, and May 10, 1865, in relation to rebel cruisers.

GENERAL ORDER, No. 55.

May 24, 1865.

Publishing Executive Order of May 22, 1865, opening certain ports to foreign commerce.

GENERAL ORDER, No. 56.

May 30, 1865.

A Naval General Court-Martial having found *William F. Simes*, of Philadelphia, Pennsylvania, a naval contractor and the senior member of the firm of William F. Simes & Son, guilty of fraud upon the United States, and "willful neglect of duty," said Court did impose the following sentence:

"The Court do therefore sentence the accused, *Wm. F. Simes*, to pay to the United States the sum of two thousand (\$2,000) dollars; and that he be confined in such prison or place of confinement as may be designated by the Hon. Secretary of the Navy until the said fine is paid; and also that he be hereafter excluded from any further deliveries, either under contract or open purchase, of naval supplies."

The attention of purchasing agents and naval storekeepers is called to the last clause of the above sentence.

G. V. FOX,

Acting Secretary of the Navy.

GENERAL ORDER, No. 57.

June 9, 1865.

Publishing the findings and sentences of Naval General Courts-Martial in the cases of—

George W. Shallenberger, acting 2d assistant engineer of the U. S. S. *Forest Rose*, was found guilty of "overstaying his leave of absence," and sentenced "to be deprived of further leave of absence during the war." This penalty was remitted by Acting Rear-Admiral Lee upon the recommendation of the Court.

Thomas C. Ridgely, acting 2d assistant engineer of the U. S. S. *Cricket*, after having been found *not guilty* by the Court, was sentenced "to be dishonorably dismissed from the naval service of the United States."

A sentence so evidently illegal, in view of the finding, is of course set aside.

Acting Ensign *John Sullivan*, of the U. S. S. *Fawn*, was acquitted by the Court of the charge of theft which had been preferred against him, finding that the various articles alleged to have been stolen by him had been regularly paid for.

Acting 3d Assistant Engineer *Nathan Spear*, of the U. S. S. *Tensas*, was found guilty of "absence without leave" and "neglect of duty," by a Naval General Court-Martial held on board the U. S. S. *Peosta*, April 17, 1865, and sentenced "to be confined to his vessel for the term of six months on duty, and to receive during that time one-half the pay of an acting 2d assistant engineer," which sentence was remitted by Acting Rear-Admiral Lee.

William Leonard, acting 3d assistant engineer of the U. S. S. *Lodono*, was found guilty of "treating with contempt his superior officer, and drunkenness," and sentenced "to be confined in such place other than a prison as the Secretary of the Navy may direct, for the term of one year; to forfeit all pay now due or that may become due him during his confinement, and at the end of his confinement to be dismissed from the naval service." Owing to his long confinement, this sentence is remitted.

The same General Court-Martial also found Acting Volunteer Lieutenant *J. A. Penel* guilty of "inflicting illegal punishment," and sentenced him "to be suspended from duty on half-pay for three months; to be confined during that time on any United States vessel the Secretary of the Navy may designate, and at the end of that time to be dismissed the naval service."

The action of the Court is approved, but so much of the sentence as imposes suspension and confinement is remitted, and he is dismissed from the naval service.

Acting Assistant Surgeon *John F. Henry*, of the U. S. S. *Delaware*, was found guilty of "scandalous conduct" and "culpable inefficiency in the performance of duty," and sentenced "to forfeit all pay and subsistence now due, and to be dismissed from the Navy," which sentence is approved.

Acting Volunteer Lieutenant *Thomas Pickering*, of the U. S. S. *Fort Donelson*, guilty of "culpable inefficiency in the performance of duty" and "drunkenness," and sentenced "to be dismissed the service," which sentence is approved.

Acting Ensign *John W. Lewis*, U. S. S. *Commodore Hull*, guilty of "drunkenness" and "conduct unbecoming an officer," was sentenced "to be confined for one year in any place that the Secretary of the Navy may direct other than a common prison; to lose all pay now due or that may become due him, except sufficient to cover his actual expenses; and, at the expiration of imprisonment, to be dishonorably dismissed the service." The action of the Court is approved, but the imprisonment is remitted, and Acting Ensign *John W. Lewis* is dismissed from the naval service with loss of all pay.

Acting Gunner *William H. Herring*, of the U. S. S. *Mattabessett*, guilty of "treating with contempt his superior officer" and "drunkenness," was sentenced "to be confined in such place other than a prison as the Secretary of the Navy may direct, for the term of one year; to be allowed only such portion of his pay as may be actually necessary for his support—all the rest to be forfeited, and he to be dishonorably dismissed."

The proceedings and findings of the Court are approved, but the imprisonment in this case is remitted, and Acting Gunner *William H. Herring* is dismissed from the naval service with loss of all pay.

Acting 2d Assistant Engineer *G. Edgar Allen* having been charged with "cowardice," in that he kept out of danger at the time of the capture of the U. S. S. "Underwriter," and with "falsehood," in the report made by him to his superior officer concerning the affair, was tried by order of the Department by a Naval General Court-Martial, at the navy yard, New York, and acquitted.

And in the cases of sundry petty officers and seamen.

GENERAL ORDER, No. 58.

June 20, 1865.

At a Naval General Court-Martial convened at the navy yard, New York, October 19, 1864, Lieutenant Commander *George A. Stevens*, of the Navy, was tried on the following charge and specification:

CHARGE.—"Failing to do his utmost to overtake and capture or destroy a vessel which it was his duty to encounter."

Specification.—"In this: that between the 12th and 18th days of August, in the year 1864, the said Lieutenant Commander *George A. Stevens*, being then in command of the U. S. steamer *Pontoosuck*, at sea, under orders to cruise in search of the piratical steamer *Tallahassee*, did twice return from said cruise to ports in the United States unnecessarily, and remain in port without necessity, first at Portland, on or about the 15th of August, and again at Eastport, on or about the 17th day of August, thus discontinuing and suspending his search for the said piratical vessel, and failing to do his utmost to overtake the said vessel."

Upon this charge and specification the finding of the Court was as follows:

"That the specification of the charge is proven, with the exception of the word 'unnecessarily,' as it occurs in the ninth line of the specification; that the accused, Lieutenant Commander *George A. Stevens*, of the U. S. Navy, is guilty of the charge. And the Court do therefore sentence and adjudge the said Lieutenant Commander *George A. Stevens*, of the U. S. Navy, to be suspended for one year, with the loss of six months' pay, from the date of this sentence."

The offense committed by Lieutenant Commander *Stevens* was of the gravest character—one of the capital offenses—on conviction of which a Court-Martial is authorized to pass the sentence of death. The Court do not find it proved that he returned to port unnecessarily, but that he remained in port without necessity, on two several occasions, at a time when duty called him most urgently to be at sea. A formidable piratical vessel was known to be then within a short distance of our coast, pursuing a triumphant career of plunder and destruction, and the calls of public opinion, amounting to clamor, invoked the assistance of the Navy, and even directed the attention of the Department to this particular officer, who was enjoying his ease in port while his orders and every consideration of patriotism and of self-respect required him to be at sea. A more flagrant case of delinquency, and one coming more completely within the purview of the law, could not well occur. Yet the public is to be informed that a court of officers of the Navy consider this capital offense, attended by no circumstances of mitigation, sufficiently punished by suspension for six months without pay, and with pay for the same period, the latter being equivalent to leave of absence for six months.

The Department declines to outrage public opinion and its own sense of justice, or to mislead the younger officers of the Navy, by approving a sentence so glaringly inadequate.

Lieutenant Commander *Stevens* is hereby relieved from arrest.

At a Naval General Court-Martial convened on board the United States steamer *Baltimore*, in James river, Va., March 18, 1865, Commander *William A. Parker*, of the Navy, was tried on the following charges and specifications:

CHARGE I.—“Violation of the ninth section of article third of the Rules for the government of the Navy.”

Specification 1st—“In this: that on or about the twenty-fourth day of January, eighteen hundred and sixty-five, the said Commander *William A. Parker*, at that time commanding the division of James river, and being on board the U. S. S. *Onondaga*, then lying below and near to certain obstructions which had been placed in James river to impede the progress of rebel vessels in coming down the river, reliable information having been given him that vessels belonging to the rebels were coming down the river and were engaged in removing said obstructions, did withdraw himself, and did order the U. S. S. *Onondaga* to move down the river out of all exposure to danger from the vessels of the rebels, and from their batteries and guns on shore, thereby allowing the said obstructions to be in part removed, the purpose and design of said obstructions to be defeated, and the vessels of the rebels to pass and repass the point so obstructed, to the great peril of the property of the United States and of the safety of its military forces, therein withdrawing from and keeping out of danger to which he should have exposed himself.”

Specification 2d—“In this: that on or about the second day of December, eighteen hundred and sixty-four, the said Commander *William A. Parker*, then and from that day until the twenty-fourth day of January, eighteen hundred and sixty-five, being in command of a certain division of the North Atlantic Squadron, known as the Division of James River, and having received from Rear Admiral David D. Porter, then commanding said squadron, orders in these words: ‘The picket boats must always be kept in readiness at night, with their torpedoes ready for instant service, and if an iron-clad should come down they must destroy her even if they are all sunk. For this purpose you must select men of nerve to command them, who will undertake anything, no matter how desperate;’ did not obey said specific orders, nor any one of them, thus failing properly to observe the orders of his commanding officer and use his utmost exertions to carry them into execution when ordered to prepare for battle.”

CHARGE II.—“Failing to do his utmost to overtake and capture or destroy a vessel which it was his duty to encounter.”

Specification—“In this: that on or about the twenty-fourth day of January, eighteen hundred and sixty-five, the said Commander *William A. Parker*, then commanding the Navy Division of James River, knowing that certain vessels of the enemy were coming down the James river and towards the point where he then was, did order the U. S. S. *Onondaga*, on board of which vessel he then was, to be moved down the river and away from the vessels of the enemy, for the discreditable purpose of avoiding an encounter with said vessels.”

In this case the Court found that so much of the second specification of the first charge as sets forth that the accused disobeyed orders in not entrusting the command to men of nerve, was *not proved*; and that so much of the specification of the second charge as sets forth that he moved down the river “for the discreditable purpose of avoiding an encounter with the enemy,” was *not proved*. With these excep-

tions the specifications were found proved; the accused was found guilty of both charges, and sentenced "to be dismissed from the Navy of the United States."

Appended to the sentence is a recommendation to clemency, subscribed by the members composing the Court, with one exception. This recommendation is given, they state, "in consideration of the long service of Commander *William A. Parker* throughout an official career of thirty three years, and believing that he acted in this case from an error of judgment."

The action of the Court in this case has somewhat embarrassed the Department. The second of the charges preferred against Commander Parker is one of a most general and comprehensive character. The ways in which an officer might fail to do his utmost to encounter and capture or destroy an enemy's vessel are innumerable; and as the right to a specification in all cases is secured to the accused by express enactment, it was deemed proper on the part of the prosecution, particularly as the offense charged was capital, to specify the precise manner in which Commander Parker had failed to do his utmost on the occasion which led to his trial. It was accordingly charged that he had given a certain order for the discreditable purpose of avoiding an encounter with the enemy. This was the specific allegation against which he was called upon to defend himself. The Court have found this allegation not proved, and have thus virtually acquitted the accused of the charge of avoiding an encounter with the enemy.

The facts averred in the specification of the second charge, so far as they are found proved by the Court, are compatible with entire innocence on the part of the accused of any crime, whether moral or merely statutory. These facts are therefore insufficient in themselves to prove guilt. Yet the Court have found him guilty; and must have inferred the guilt from facts not set forth in the specification, but which ought, in conformity with law, to have been set forth, being material facts necessary to constitute guilt.

All the allegations in the specification, against which the accused was warned to defend himself, are either disproved or are insufficient to prove guilt, and he is found guilty upon allegations of which he was not informed, and which are not even stated in the finding of the Court for the information of the revising power. The legality of such a finding is too questionable to be lightly admitted to establish a precedent.

It is to be inferred from the opinion of the individual members of the Court, as stated in their recommendation to clemency, that the sole offense of Commander Parker, at least under the second charge, was "error of judgment." The Department is at a loss to understand whether the Court considered "error of judgment" a crime in itself, or, under some circumstances, a valid defense against a proved crime. Neither position can be sanctioned by the Department. The findings of the Court under the second charge and its specification are not approved; and as the sentence, resting on the findings under both charges, cannot now be modified, it is necessarily set aside, and Commander Parker is hereby relieved from arrest.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 59.

June 22, 1865.

Awarding medals of honor to—

John Saunders, signal quartermaster, Kearsarge.
James Horton, gunner's mate, Montank.
John Rountry, first-class fireman, Montauk.
John H. Ferrell, pilot, Neosho.
John Ditzenbach, quartermaster, Neosho.
Thos. Taylor, cockswain, Metacommet.
Patrick Mullen, boatswain's mate, Wyandank.
Aaron Anderson (colored), landsman, Wyandank.
Charles H. Smith, cockswain, Rhode Island.
Hugh Logan, captain of the after guard, Rhode Island.
Lewis A. Horton, seaman, Rhode Island.
George Moore, seaman, Rhode Island.
Luke M. Griswold, ordinary seaman, Rhode Island.
John Jones, landsman, Rhode Island.
George Pyne, seaman, Magnolia.
Thomas Smith, seaman, Magnolia.
Charles Reed, ordinary seaman, Magnolia.
John S. Lann, landsman, Magnolia.
George Schutt, cockswain, Hendrick Hudson.
John Mack, seaman, Hendrick Hudson.
John H. Nibbe, quartermaster, Petrel.
Othniel Tripp, chief boatswain's mate, Seneca.

John Griffiths, captain of the forecastle, Santiago de Cuba.
 Edward Swatton, seaman, Santiago de Cuba.
 John Swanson, seaman, Santiago de Cuba.
 Phillip Bazaar, ordinary seaman, Santiago de Cuba.
 George Province, ordinary seaman, Santiago de Cuba.
 Augustus Williams, seaman, Santiago de Cuba.
 Auzella Savage, ordinary seaman, Santiago de Cuba.
 * John Jackson, ship's corporal, Pontoosuc.
 Robert M. Blair, boatswain's mate, Pontoosuc.
 Anthony Williams, sailmaker's mate, Pontoosuc.
 James W. Verney, chief quartermaster, Pontoosuc.
 Asa Betham, cockswain, Pontoosuc.
 John P. Erickson, captain of the forecastle, Pontoosuc.
 * Clement Dees, seaman (colored), Pontoosuc.
 George W. McWilliams, landsman, Pontoosuc.
 John Angling, boy, Pontoosuc.
 William Dunn, quartermaster, Monadnock.
 Robert Summers, chief quartermaster, Ticonderoga.
 Jos. B. Hayden, quartermaster, Ticonderoga.
 Isaac N. Fry, orderly sergeant Marines, Ticonderoga.
 Ed. R. Bowman, quartermaster, Ticonderoga.
 William Shipman, cockswain, Ticonderoga.
 Wm. G. Taylor, Captain forecastle, Ticonderoga.
 George Prance, captain main top, Ticonderoga.
 Thomas Jones, cockswain, Ticonderoga.
 William Campbell, boatswain's mate, Ticonderoga.
 Charles Mills, seaman, Minnesota.
 Thomas Connor, ordinary seaman, Minnesota.
 David L. Bass, seaman, Minnesota.
 Franklin L. Wilcox, ordinary seaman, Minnesota.
 Thomas Harcourt, ordinary seaman, Minnesota.
 Gurdon H. Barter, landsman, Minnesota.
 John Rannahan, corporal of Marines, Minnesota.
 John Shivers, private marine, Minnesota.
 Henry Thompson, private marine, Minnesota.
 Henry S. Webster, landsman, Snsquehanna.
 A. J. Tomlin, corporal Marines, Wabash.
 Albert Burton, seaman, Wabash.
 L. C. Shepard, ordinary seaman, Wabash.
 Chas. H. Foy, signal quartermaster, Rhode Island.
 James Barnum, boatswain's mate, New Ironsides.
 John Dempster, cockswain, New Ironsides.
 Edmund Haffee, quarter gunner, New Ironsides.
 Nicholas Lear, quarternaster, New Ironsides.
 Daniel S. Milliken, quarter gunner, New Ironsides.
 Richard Willis, cockswain, New Ironsides.
 Joseph White, cockswain, New Ironsides.
 Thomas English, signal quartermaster, New Ironsides.
 * Charles Robinson, chief boatswain's mate, Galena.
 * John Martin, boatswain's mate, Galena.
 Thomas Jordan, quartermaster, Galena.
 Edward B. Young, cockswain, Galena.
 Edward Martin, quartermaster, Galena.
 John G. Morrison, cockswain, Carondelet.

* Medal forfeited by his desertion.

CIRCULAR LETTER.

June 24, 1865.

The North and South Atlantic Squadrons have been consolidated, and hereafter will be known as the Atlantic Squadron, under the command of Acting Rear Admiral Wm. Radford.

Respectfully,

GIDEON WELLES,
Secretary of the Navy.

Chiefs of Bureaus, Navy Department.

GENERAL ORDER, No. 60.

June 26, 1865.

Publishing Executive Proclamations of June 13, June 23, and June 24, 1865, removing restrictions upon trade, opening ports, &c.

GENERAL ORDER, No. 61.

June 24, 1865.

Publishing findings and sentences of Naval General Courts-Martial in the cases of—
Lewis J. Marshall, mate of the U. S. S. Cricket, was tried April 19, 1865, and found guilty of "leaving his station before being regularly relieved" and "drunkenness," and sentenced "to be reduced to the rate of ordinary seaman for two years." The sentence of disrating officers is provided as the penalty in cases of "absence without leave," and should be imposed in no other cases. Sentence set aside.

Henry Miller, acting 2d assistant engineer of U. S. S. Great Western, was tried May 5, 1865, and found guilty of "absence without leave," "disobedience of orders," and "selling liquor to persons in the naval service," and sentenced "to be confined for one year in any penitentiary the Secretary of the Navy may designate, to be disgracefully dismissed from the naval service of the United States at the expiration of his term of imprisonment, and to forfeit all pay now due or that may hereafter become due to him, except so much as will enable him to pay the mess-bill contracted by him on board the Great Western." All of this penalty was remitted by Acting Rear Admiral Lee except the dismissal. In view of his long confinement the entire sentence is remitted.

P. J. Stone, acting assistant paymaster, U. S. S. Hastings, was tried May 22, 1865, found guilty of "disobedience of orders," "unofficerlike conduct," and "making and publishing false, scandalous, and injurious charges," in that he wrote and furnished for publication, in the Army and Navy Journal, an article which must necessarily reflect upon worthy officers of the Navy, and which was done in violation of a General Order of the Department, and was sentenced "to be dismissed the service." Upon recommendation of the Court this sentence is entirely remitted, and Mr. Stone censured and returned to duty.

Ezra P. Pope, mate, U. S. S. Vanderbilt, was tried June 9, 1865, found guilty of "disobedience of orders," and sentenced "to be suspended from duty for six months, and forfeit all pay now due or that shall become due him during his suspension." Approved.

And in the cases of sundry petty officers and seamen.

GENERAL ORDER, No. 62.

June 29, 1865.

The following-named persons having had medals of honor awarded to them for distinguished services in battle, and having again performed acts which, if they had not received that distinction, would have entitled them to it, are hereby authorized, agreeably to article XIX, Navy Regulations, to wear a bar attached to the ribbon by which the medal is suspended, viz:

John Cooper, quartermaster on Acting Rear Admiral Thatcher's staff.

Patrick Mullen, boatswain's mate, U. S. S. Don.

The first named was awarded a medal for gallantry on the Brooklyn, in Mobile Bay, August 5, 1864; the other for gallantry on an expedition up Mattox Creek, Va., March 17, 1865.

CIRCULAR LETTER.

June 29, 1865.

SIR: The reduction of the Navy causes a large accumulation of stores taken from the vessels put out of commission. You will therefore forbid the making out of requisitions for stores for vessels fitting out while there are any on hand that can possibly be made to answer. You will call the attention of officers under your command to the above, and enjoin upon them the utmost economy.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR LETTER.

June 29, 1865.

SIR: All requisitions for purchases to be made in open market must, before such purchase is made, be submitted to the respective Bureaus for inspection. The requisition must be in duplicate, and accompanied by an explanation of the uses and the necessity for the purchase.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR LETTER.

June 29, 1865.

Hereafter neither open purchases of bunting nor the flags prescribed in the Book of Allowances will be made except upon requisitions which have been submitted to the Bureau of Navigation and received its approval.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

To Commandants of Navy Yards.

GENERAL ORDER, No. 63.

July 17, 1865.

Publishing findings and sentences of Naval General Courts-Martial in the cases of sundry petty officers and seamen.

GENERAL ORDER, No. 64.

July 19, 1865.

The "Act to provide a more efficient discipline for the Navy," approved March 2, 1855, makes it the duty of every commanding officer of a vessel of the Navy, on returning from a cruise. "to forward, *immediately* on his arrival in port, to the Secretary of the Navy, a list of the names of such of the crew who enlisted for three years as, in his opinion, on being discharged, are entitled to an 'honorable discharge' as a testimony of fidelity and obedience;" and the act provides that if any seaman, ordinary seaman, landsman, or boy, shall re-enlist for three years within three months after receiving an honorable discharge, he shall be entitled to an extra allowance of three months' pay.

By a subsequent act the benefit of an "honorable discharge" is extended to firemen and coal-heavers.

It is due to persons enlisted in the naval service, and to the interests of the service, that these laws, intended to encourage fidelity and obedience in the discharge of duty, should be faithfully observed. The Department cannot permit the purpose of the law to be defeated, and the promises held out by it rendered illusory and deceptive, by the negligence of commanding officers.

In the case of the "Valley City," recently returned from a cruise under the command of Acting Master John A. J. Brooks, the list of men entitled to an honorable discharge was not transmitted to the Department until more than a fortnight after the discharge of the crew. Men entitled to an honorable discharge received a mere certificate of discharge, and even the discharge given to them was in violation of the regulation (paragraph 775), which requires that "every discharge paper, whether honorable or otherwise," shall contain a descriptive list of the person discharged. In consequence of this neglect of duty on the part of their commanding officer the men were subjected to the expense of traveling to the seat of government in order to obtain the discharges to which they were entitled.

For this disregard of law and violation of the regulation, Acting Master *John A. J. Brooks* is dismissed from the service, and will, from this date, cease to be regarded as an officer of the Navy.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

July 20, 1865.

In the matter of quarters for officers at navy yards, the Department makes the following decision:

1. The quarters hereafter assigned to line officers attached to navy yards for yard duty will be occupied by such officers, they taking choice according to rank.
2. Staff officers attached to navy yards for yard duty will occupy the quarters hereafter assigned to such officers respectively.
3. Officers on ordnance duty now occupying quarters to which line officers attached to the yard for duty are entitled by this decision will be allowed to remain in the same until their detachment from such duty.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

July 24, 1865.

The Circular of the Department issued on the 20th instant, relative to quarters in navy yards, is hereby amended as follows: Warrant officers and masters not in the line of promotion attached to navy yards for yard duty will occupy the quarters heretofore assigned to such officers.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

July 27, 1865.

SIR: The following regulations will hereafter be observed:

1. All requisitions for open purchases, as already ordered, will be forwarded to the proper Bureau for approval, and when returned the purchasing paymaster will procure only those items the estimated cost of which is under \$100, reserving the remainder until the 25th of each month, upon which day he will advertise in at least two commercial newspapers, for three successive days, for proposals for furnishingsuch supplies.

On the first day of the succeeding month the bids will be opened, and the lowest bidders notified to make immediate deliveries, unless the price is so exorbitant as to render it advisable to reject the bids altogether, which will be done if it is apparent that they are much above the market price.

2. The Chiefs of Bureaus will closely scrutinize such requisitions, and decline to approve those that are considered unnecessary, or where the variation from the contract article is so trivial that the latter will serve the purpose intended.

3. No requisition for open purchases will be considered approved until it has the endorsement of the naval storekeeper that the articles required are not in the public store and are not due upon an existing contract.

4. No requisitions will be made for articles under contract which shall have expired, or after the close of the fiscal year, and no deliveries upon any contract will be received unless requisition for the same shall have been made upon or prior to such termination.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

To Paymasters Navy Yards and Chiefs of Bureaus.

CIRCULAR.

July 31, 1865.

The regulations for the uniform of the United States Navy, approved January 28, 1864, are hereby altered and amended, so far as they relate to the uniform of midshipmen, in the following respects, viz:

Cap ornaments.—The gold wreath is abolished, and in the place thereof midshipmen will wear a plain anchor one inch and a quarter in length, embroidered in gold, and in a vertical position.

Jacket.—To have a standing collar one inch and a quarter high, with a plain anchor one inch and a quarter in length, embroidered in gold, and in a horizontal position on each end of the collar.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 65.

August 11, 1865.

At a Naval General Court-Martial, convened at the navy yard, Philadelphia, June 16, 1865, Acting Ensign *William Hunter*, of the U. S. S. *Nansemond*, was found guilty of "cruelty, oppression, and maltreatment of those subject to his orders." The specification sets forth that the accused ordered William H. Strange, a landsman, to be triced up with his hands behind him, and two heavy solid shot to be slung by a cord about his neck, and kept in this position for more than an hour, and that during the greater part of this time he was gagged. These allegations having been fully proven, the Court, on the 26th day of July, 1865, imposed the following sentence: "To be imprisoned for the term of two years, in such prison as the Secretary of the Navy shall designate; to forfeit all pay now due and such as shall become due to him during his imprisonment, and, at the expiration of said term, to be dishonorably dismissed the naval service, and forever after disqualified from holding any place or employment in the Navy of the United States," which sentence is approved, and will be carried into execution at the navy yard, Boston, Mass.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 66.

September 1, 1865.

Printed by mistake as No. 65. Superseded by paragraph 48, page 364, Regulation Circular, No. 2.

CIRCULAR.

October 7, 1865.

Application to fill the position of master-workman in any of the navy yards will hereafter be addressed to the Chief of the Bureau of Yards and Docks, stating the name, age, and residence of the applicant, with testimonials as to his character, habits, professional skill and competency, and physical ability.

Whenever a vacancy shall occur in the office of master, a Board will be convened at the navy yard where such vacancy exists, under the direction of the Secretary of the Navy, and a selection will be made from the qualified candidates who shall have passed a satisfactory examination.

The selection of master-workman will hereafter be made irrespective of locality,—no district or State being entitled to preference for these positions.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

October 24, 1865.

The Department, as well as officers of the Navy, have in many instances been subjected to much inconvenience and extra expense in consequence of the weekly reports from the navy yards representing that vessels would be ready for their officers weeks and sometimes months in advance of the time when they proved so.

Hereafter no vessel will be reported as ready for officers until she is in a condition to receive them on board to mess.

GIDEON WELLES,
Secretary of the Navy.

Commandants of Navy Yards.

CIRCULAR.

November 3, 1865.

Official information has been received of the removal by Her Majesty's government of the restrictions heretofore imposed on vessels of war of the United States entering the ports or visiting the waters of Great Britain, and Her Majesty's government have expressed a desire that unlimited hospitality and friendship shall be shown to vessels of war of the United States in all Her Majesty's ports, whether at home or abroad.

The Department makes known to commanding officers of the United States Navy this action of Her Majesty's government, and at the same time countermands the instructions heretofore given to them in regard to their vessels to British ports and their intercourse with British naval vessels, and directs that the customary hospitality and courtesy between friendly nations be shown to the navy of Great Britain.

GIDEON WELLES,
Secretary of the Navy.

To Commanders of Squadrons.

CIRCULAR.

November 3, 1865.

Requisitions for stores, furniture, and other articles that are perishable and can be readily purchased will not be made for vessels that have been ordered to be repaired and placed in ordinary, but only for vessels that are ordered to be fitted for immediate service at sea; and no requisition will be made without first ascertaining whether similar articles to those wanted are not on hand at the yard available for use.

GIDEON WELLES,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

November 29, 1865.

In all cases of advertising for articles to be procured in open market under the circular of the Department of the 27th of July last, a printed copy or a slip of the advertisement must be forwarded to each Bureau having articles embraced.

GIDEON WELLES,
Secretary of the Navy.

To Purchasing Paymasters.

GENERAL ORDER, No. 67.

December 5, 1865.

Lieutenant Colonel Ward Marston, of the U. S. Marine Corps, was brought to trial before a Naval General Court-Martial, convened at the Navy Department, November 1, 1865, upon the following charge and specification, viz:

CHARGE.—“Scandalous conduct tending to the destruction of good morals.”

Specification.—“In this: that the said Ward Marston, a lieutenant colonel in the U. S. Marine Corps, having received large sums of money belonging to enlisted men

of the Marine Corps, as deposits made with him by them for safe keeping, while he, the said *Ward Marston*, was the commanding officer in charge of the Marine Barracks, Boston, Mass., during the year 1864, did misapply the same to his own use; and when afterward, on the 23d day of January, 1865, he was directed by the colonel commandant, Jacob Zeilin, his superior officer, to turn over the money in his hands and possession so deposited as above stated, he was unable to account for the sum of eight thousand (\$8,000) dollars which he had so received."

To the above charge and specification the accused pleaded "Guilty," and the Court imposed the following sentence: "*That the accused, Lieut. Col. Ward Marston, be dismissed from the Marine Corps and utterly disqualified to have or hold any office or employment in the service of the United States, and to forfeit all pay and emoluments now due him.*"

The record of proceedings in this case having been submitted to the President, he has returned the same to the Department with the following endorsement:

EXECUTIVE MANSION,
November 20, 1865.

"The sentence of the General Court-Martial in the case of Lieutenant Colonel *Ward Marston*, U. S. Marine Corps, is so far modified that the said Lieutenant Colonel *Ward Marston* be reprimanded by the Hon. Secretary of the Navy in General Orders; that he be suspended for three years; and that one-half of his retired pay be deducted until the whole delinquency is canceled."

The extract from the record already given is the best reprimand which the nature of the case admits of; for if there be any officer in the naval or marine service who is so unmindful of his duty and his honor as to commit the offense to which Lieutenant Colonel *Marston* has plead guilty, he would not be benefited by any reprimand which the Department might administer.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, NO. 68.

December 6, 1865.

At a Naval General Court-Martial, convened at the Navy Department, in the city of Washington, November 7, 1865, Commodore *Thomas T. Craven*, of the Navy, was tried on the following charge and specification, viz:

CHARGE.—Failing to do his utmost to overtake and capture or destroy a vessel which it was his duty to encounter.

Specification.—In this: that on or about the twenty-fourth day of March, eighteen hundred and sixty-five, the said Commodore *Thomas T. Craven*, commanding the U. S. S. *Niagara*, and having under his control the U. S. S. *Sacramento*, then lying off Coruña, on the coast of Spain, and a vessel of the enemy, known as the *Stonewall*, being at that time on its way out of the bay of Coruña, as was plainly seen by and well known to him, did fail to use any exertions or make any effort whatever to overtake and capture or destroy the said vessel of the enemy, as it was his duty to have done; but did remain quietly at anchor for more than twenty-four hours after having seen said vessel on its way out of the bay of Coruña; his pretext for this failure in duty being that "the odds in her (the *Stonewall*'s) favor were too great and too certain to admit of the slightest hope of being able to inflict upon her even the most trifling injury;" and that, had he gone into an engagement, "the *Niagara* would most undoubtedly have been easily and promptly destroyed;" and, as subsequently stated by him in an official letter addressed "to the Hon. H. J. Perry, Chargé d'Affaires, Madrid," and dated March 25, 1865, "with feelings that no one can appreciate, I was obliged to undergo the deep humiliation of knowing that she (the *Stonewall*) was there—steaming back and forth—flaunting her flags and waiting for me to go out to the attack. *I dared not do it!* The condition of the sea was such that it would have been perfect madness for me to go out. We could not possibly have inflicted the slightest injury upon her, and should have exposed ourselves to almost instant destruction—a one-sided combat, which I do not consider myself called upon to engage in."

GIDEON WELLES,
Secretary of the Navy.

NAVY DEPARTMENT, October 20, 1865.

Upon which charge and specification the finding of the Court was as follows:

"Specification of the charge *proven*, except in so far as the words 'as it was his duty to have done' declare it to have been the imperative duty of the accused to join battle with the *Stonewall* on the 24th day of March.

"The Court, in considering the specification as only proven in part, and the accused guilty in a less degree than charged, does not wish to deprive an officer of the discre-

tionary power due to his command, nor to establish the principle that it is always, and under all circumstances, imperative that two wooden vessels should attack an iron-clad; but the Court intends to express its censure upon Commodore *Craven's* defective judgment on the 24th day of March, 1865, arising from his want of zeal and exertion in not making constant and personal observation of the rebel ram while at Ferrol, and thereby endeavoring to ascertain the truth or falsehood of the received reports of her character. The Court intends, also, to reflect upon the conduct of the accused in remaining quietly at anchor in the bay of Coruña, while his enemy was parading about in neutral waters, flaunting his flags, &c., when, in the judgment of this Court, it was his duty to have gone out with his two vessels in the same neutral waters, and there to have made observations of her qualities as to speed, rapidity of turning, &c., as well as to have made close inspection of all her vulnerable points. He would then, also, have been ready to avail himself of any opportunity that might have offered, had his enemy been disposed to have given him battle in the open sea. At all events, he could have kept her in sight and been satisfied of her whereabouts. Neither does the Court find it in evidence that he had formed with his consort any plan of attack should an action have occurred.

"And, therefore, the Court doth adjudge him guilty in a degree of the charge preferred, and doth find him guilty of the charge in a less degree than charged.

"And the Court doth award the following sentence, viz:

"That the accused, Commodore *Thomas T. Craven*, be suspended from duty on leave-pay for two years.

Vice-Admiral D. G. FARRAGUT,
 President.

H. PAULDING, *Rear-Admiral.*

C. H. DAVIS, *Rear-Admiral.*

J. A. DAHLGREN, *Rear-Admiral.*

T. TURNER, *Commodore.*

JAS. S. PALMER, *Commodore.*

JNO. A. WINSLOW, *Commodore.*

S. P. LEE, *Captain.*

MELANCTON SMITH, *Captain."*

This record was transmitted to the Secretary of the Navy, and by him returned to the Court with the following letter:

"NAVY DEPARTMENT, *Washington, December 1, 1865.*

"SIR: The record of the proceedings of the Court of which you are president, in the case of Commodore *Thomas T. Craven*, is herewith returned for a revision of the finding, which, in the opinion of the Department, is in conflict with law, and, if approved, would tend to render the provisions of law which the accused is charged with violating a 'dead letter.'

"It is well settled that a court-martial may find a prisoner guilty in a less degree than charged, but this is only in cases where there is a kindred nature between the offense charged and the offense found proved; as, for instance, between murder and manslaughter, or between desertion and absence without leave.

"In the opinion of the Department the statutory offense with which Commodore *Craven* is charged embraces, and was designed to embrace, all offenses of a kindred nature, in such manner that if the accused is found to have been guilty of any one of these kindred offenses on the occasion which was believed to render him chargeable with the capital offense, then he is necessarily guilty of the capital offense; for instance, if his failure to do his utmost arose from negligence, then he is guilty, not simply of negligence, but of the capital offense. So, if his failure arose from drunkenness, cowardice, culpable inefficiency, disobedience of orders, disaffection, &c. Any other recognized construction of the law would leave it in the power of courts-martial to consider the statutory offense as abolished and repealed, or to exist only at their discretion.

"And this construction would also leave it discretionary with courts to depart from the law in another respect, by assuming, in fact, the power to mitigate punishments.

"I am, respectfully, your obedient servant,

"GIDEON WELLES,
 "Secretary of the Navy.

"Vice-Admiral D. G. FARRAGUT, *U. S. N.,*

"President Naval General Court-Martial, *Washington, D. C.*

"Whereupon the Court proceeded to revise its action upon the charge and specification, and, after more mature deliberation, doth find the specification of the charge *proven*, except the words 'as it was his duty to have done,' and doth find the accused, Commodore *Thomas T. Craven*, of the charge *guilty*.

"And doth award the following punishment, viz:

"That the accused, Commodore *Thomas T. Craven*, be suspended from duty for two years on leave-pay.

Vice-Admiral D. G. FARRAGUT,

President.

H. PAULDING, *Rear-Admiral.*

C. H. DAVIS, *Rear-Admiral.*

J. A. DAHLGREN, *Rear-Admiral.*

T. TURNER, *Commodore.*

JAS. S. PALMER, *Commodore.*

JNO. A. WINSLOW, *Commodore.*

S. P. LEE, *Captain.*

MELANCTON SMITH, *Captain."*

The importance of this trial, the degree of public attention which it has attracted, the high standing of the members of the Court, and the extraordinary result of their deliberations, constrain the Department to express its views of the case more at length than is ordinarily necessary.

The offense for which Commodore *Craven* was tried is one which the law, with a view no doubt to the protection of the public interests and national character in time of war, has included among those to which the penalty of death is attached.

The same law has enjoined it upon courts-martial, "in all cases of conviction, to adjudge a punishment adequate to the character and nature of the offense committed." It leaves it discretionary with a court-martial to recommend the person convicted to clemency; this clemency, however, to be exercised not by the Court, but by the revising power or the President of the United States, who are expressly clothed with the power to mitigate or remit punishment.

In all these provisions the law is clear, precise, and free from ambiguity.

It can hardly require argument to make it plain that a punishment which would be deemed too mild for a trivial offense or misdemeanor—a "nominal punishment"—cannot be adequate punishment for an offense to which the law has attached the penalty of death.

Yet the Court, in this case of conviction of a capital offense, has adjudged a punishment which is obviously nothing more than a nominal punishment, if it be even as much. Suspension from duty for two years on "leave pay" is, in itself, nothing more than leave of absence for the same period; and nothing is added to it to give it a semblance of real punishment; not even as much as a reprimand, severe or otherwise, public or private. Such punishment as this no officer could obtain from the Department as a favor.

The Department is therefore forced to conclude that in awarding this pretended punishment, the court-martial which tried Commodore *Craven* has disregarded the law.

It may be that the Court, or members of it, deemed the law under which the accused was arraigned one of a harsh character; but even admitting that it be so, it is still law, and they were bound by a solemn obligation to administer it as it stands, and not to modify it so that it might accord with their own notions of justice. They had no more authority to do so than to repeal the law.

The final proceedings of the Court are inexplicable to the Department. If, after finding the accused guilty of a capital offense, they had stated mitigating circumstances as a justification for awarding a light punishment, the Department, while considering their course as erroneous and in violation of law, might still have perceived some indication of sufficient motive and consistent action. But instead of pointing to mitigating circumstances, they have prepared and left on record a statement of aggravating circumstances.

In this statement they censure the accused for "his want of zeal and exertion in not making constant and personal observation of the rebel ram while at Ferrol, and thereby endeavoring to ascertain the truth or falsehood of the received reports of her character."

They reflect also upon "the conduct of the accused in remaining quietly at anchor in the bay of Coruña while his enemy was parading about in neutral waters, flaunting his flag," &c.

And they say: "Neither does the Court find it in evidence that he had formed with his consort any plan of attack should an action have occurred."

Any one of the derelictions of duty here specified would deserve some greater punishment than leave of absence for two years.

If it was the duty of the accused to encounter the Stonewall, and, through negligence, or any other fault, he failed in any one particular to do his duty, then he did not do his utmost to capture or destroy the vessel, and is guilty of the charge preferred against him. The Court have found him guilty of it; and, from the facts which they find proved, it appears that the accused, instead of failing merely in a single

particular, failed in many respects—instead of doing his utmost, in fact did nothing—and was wholly and inexcusably derelict. He was therefore not only guilty of the charge, but guilty in the broadest sense, and such guilt called for adequate punishment.

Such is the necessary inference from what the Court find proved. But this inference is destroyed, and the finding of guilty contradicted by what the Court find *not* proved.

They say they find the specification of the charge proven except the words “as it was his duty to have done.”

This exception destroys and annihilates the *gravamen* of the charge. The charge against the accused was, as required by law, specific. It was founded solely upon the assumption that it was the duty of the accused to encounter the Stonewall at the time and place specified. If, as the Court state, it is not proved that it was his duty to encounter that vessel, then he is not proved guilty of the charge preferred against him, and the Court have committed a grave error in finding him guilty of it.

It is therefore impossible for the Department to gather from the action of the Court whether the accused is guilty or not. Their finding on the charge declares him guilty, but their finding on the specification, and the nominal punishment awarded, imply that they considered him not guilty. The incongruous whole has the aspect of an unsuccessful attempt at compromise between those members of the Court who believed the accused guilty and others who believed him not guilty.

The whole action of the Court unfortunately suggests to officers of the Navy an inference which the Department, in behalf of the Court, must strenuously disclaim for them as not intended, or, at least, as not maturely considered. That inference is that the general rule with a commanding officer of the Navy should be: “Do not fight if there is a chance of defeat,” rather than the converse rule: “Fight if there is a chance of victory.”

The principle uniformly inculcated as a rule of naval action has been, that it is the first duty of a commander in war to take great risks for the accomplishment of great ends.

The proceedings of the Court are set aside, and Commodore *Thomas T. Craven* is hereby relieved from arrest.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 69.

December 12, 1865.

Acting Volunteer Lieutenant *H. S. Wetmore* was tried by General Court-Martial at the navy yard at Philadelphia, December 4, 1865, upon the charge of violating U. S. Navy Regulations; in that he did, while executive officer of the *Waxsaw*, then lying at Baltimore, and in the absence of his commanding officer, leave the vessel and remain away over night, knowing that but one line officer would remain in charge of the vessel.

The Court find the accused “Guilty;” but that he did as he did in obedience to the orders of his commanding officer; and do sentence him “to be reprimanded in General Orders by the Secretary of the Navy for permitting the vessel to be left with only one line officer on board.”

Lieutenant Commander *James Stilwell* was tried by a Naval Court-Martial at the navy yard, Philadelphia, upon the charge of “neglect of duty;” in that while in command of the U. S. S. *Waxsaw*, at Baltimore, in November, 1865, he remained out of his vessel over night, and gave permission to his executive officer to be absent from the vessel at the same time, thus leaving but one line officer on board, in consequence of which neglect eight men deserted from the vessel.

Of the charge the Court find him “Guilty,” and he was sentenced “to be dismissed from the Navy of the United States.”

The action of the Court in this case is approved, but owing to the good conduct of the accused in the engagement on the Mississippi at the passage of the forts below New Orleans, as reported by his superior officer, the sentence is so mitigated that the accused, Lieutenant Commander *James Stilwell*, is suspended from rank and duty for three (3) years, to be computed from November 30, 1865, the date of his sentence.

That a regular officer of the rank and experience which Lieutenant Commander *Stilwell* has should so inexcusably violate the Regulations of the Navy, and a custom so old that it had become in fact law before the Regulations were issued, and manifest so little regard for the security of his men and the discipline of his ship as to suffer the escape of eight men in one night, and this, too, the night after the escape of two men belonging to his vessel, indicates a degree of neglect of duty and careless indifference deserving the severest censure. The evidence discloses the fact that the permission to be absent, given to Acting Volunteer Lieutenant *Wetmore*, the executive officer, was granted (without having been asked) while they were together in the evening

at the Eutaw House, at Baltimore, and with the knowledge on the part of Lieutenant Commander *Stillwell* that there could be but two line officers left upon the vessel; while the executive officer, at the time of accepting such permission, was aware that only one officer would be in charge of the vessel, having himself given permission to one officer to be absent. That Acting Volunteer Lieutenant *Wetmore* should have accepted such permission with the knowledge he possessed, and without intimating the true state of the case to his commanding officer, is a culpable omission of a plain moral duty which must prevent that confidence in him which ought always to be placed implicitly in a naval officer.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 70.

December 20, 1865.

Superseded by paragraphs 17 and 19, page 359, Navy Regulation Circular, No. 2.

CIRCULAR LETTER.

January 10, 1866.

The act of Congress of the 5th of July, 1862, re-organizing the Navy Department, provides that all the duties of the Bureaus "shall be performed under the authority of the Secretary of the Navy, and their orders shall be considered as emanating from him. As the communications of a chief of a Bureau intended or likely to influence the action of Congress or the Executive are supposed to reflect the sentiments of the Department, it is considered improper to make such communications, or to take any steps calculated to influence congressional or executive action without consultation with the head of the Department.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

To Chiefs of Bureaus.

GENERAL ORDER, No. 71.

January 15, 1866.

Medals of honor are awarded to the following named persons who have distinguished themselves in the naval service by gallantry in action and other seamanlike qualities:

William B. Stacy, seaman, U. S. S. Rhode Island. While coaling ship in the harbor of Cape Haytien one of the crew of the Rhode Island fell overboard, and, notwithstanding he succeeded in catching a rope, had, from exhaustion, to relinquish his hold. Although the sea was running high at the time, *Stacy*, at the peril of his life, jumped overboard, secured the rope around his comrade, and thus saved him from drowning.

Henry Shutes, captain of the forecastle, U. S. S. Wissahiccon. For distinguished service in the battles below New Orleans, April 24 and 25, 1862, and in the engagement at Fort McAllister, February 27, 1863, and seamanlike qualities while gunner's mate of the U. S. S. Don. A shot from Fort McAllister penetrated the Wissahiccon below the water line and entered the magazine, on which occasion *Shutes*, by his presence of mind and prompt action, contributed to the preservation of the powder and the safety of the ship.

John Taylor, seaman, in charge of the picket boat attached to the New York navy yard. For coolness, promptness, and good judgment on the 9th of September, 1865, in rescuing from drowning Commander S. D. Trenchard, of the U. S. Navy, who fell overboard in attempting to get on a ferry boat which had collided with an English steamer, and needed immediate assistance.

John Harris, captain of the forecastle;

Henry Baker, quarter gunner;

James Avery, seaman;

John Donnelly, ordinary seaman; and

John Noble, landsman,

all of the United States steamer *Metacomet*. These men constituted the boat's crew which, in charge of Acting Ensign H. C. Nields, of the U. S. Navy, went to the rescue of the officers and crew of the U. S. Monitor *Tecumseh* when that vessel was sunk by a torpedo in passing the forts in Mobile Bay, August 5, 1864. This boat's crew, under their brave leader, went within a few hundred yards of one of the forts, under a fire which Admiral Farragut expressed as "one of the most galling" he ever saw, and succeeded in rescuing from death ten of the crew of the *Tecumseh*. Their conduct elicited the admiration of both friend and foe.

The medals of honor are in the hands of the engraver, and when received by the Department shall be forwarded to those to whom they have been awarded, on appli-

cation through their commanding officers if in the service; or if they have been discharged, on their furnishing the Department with satisfactory evidence of their identity.

GIDEON WELLES.

Secretary of the Navy.

GENERAL ORDER, No. 72.

January 19, 1866.

At a Naval General Court-Martial assembled at the navy yard, Philadelphia, Captain *Cicero Price*, of the U. S. Navy, was recently tried on the following charge and specification, viz:

CHARGE.—“Neglect of duty.”

Specification.—“In this: that the said Captain *Cicero Price*, of the U. S. Navy, having taken command of the U. S. S. *Jamestown*, on the twenty-fifth day of September, eighteen hundred and sixty-two, said vessel being then in commission and lying off the navy yard at Philadelphia, fitting out for a foreign cruise, and on the completion of said fitting out, said Captain *Cicero Price*, U. S. N., having sailed on the twelfth day of October, eighteen hundred and sixty-two, with the said vessel under his command, from the navy yard at Philadelphia, under orders from the Navy Department to proceed to the East Indies and the coast of China, did fail, before sailing on the said twelfth day of October, eighteen hundred and sixty-two, to transmit to the Secretary of the Navy complete lists or muster rolls of the officers and rated men under his command on board said vessel; and that, during the cruise of said vessel, while under his command, from the twenty-fifth day of September, eighteen hundred and sixty-two, to the time he was detached from said vessel—the seventeenth day of October, eighteen hundred and sixty-five—he was habitually neglectful of his duty in transmitting to the Department the muster rolls of the said vessel, as the law requires of each commanding officer, and which it was his duty to have done.”

Of this charge the accused was found guilty, and sentenced as follows, viz:

“To be suspended from rank and command for the period of two (2) years, and to forfeit one-half of his leave of absence or waiting-order's pay for the period of his suspension.”

If the Department had any hesitation in approving this sentence, it would not be caused by the severity of the punishment awarded. Neglect to comply with the regulations respecting muster rolls and other returns has become so common as not only to embarrass the Department, but cause serious injury and losses to the men. An instance occurred in this war where a naval vessel went to sea and was lost, with all her papers; and no muster roll having been forwarded to the Department, great delay and suffering has ensued amongst the heirs of those on board.

The Department regrets the necessity of bringing to trial and punishment an officer of the age and experience of Captain *Price*; but commanding officers must understand that the laws and regulations for the protection of enlisted persons cannot be evaded.

Captain *Cicero Price* will be considered as suspended, in conformity with his sentence, from this date.

GIDEON WELLES,

Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR No. 2.

The following alterations and additions are hereby made to the Regulations published for the government of all persons attached to the United States naval service, under date of April 18, 1865, and will be obeyed accordingly:

Every person subject to the control of the Navy Department will preserve this circular in his book of regulations.

1. Paragraph 52, page 8, in the second line after the word “follows,” insert: “The boatswain will attend the side with eight side boys; the side shall be piped.”

2. Paragraph 61, page 9, at the end add: “A vice-consul, consular agent, or commercial agent, shall be saluted with five guns.”

3. The following paragraphs, designated as *a*, *b*, *c*, and *d*, will immediately precede paragraph 62, page 10:

a. When a Vice-Admiral shall go on board of his flag-ship to assume command, the side shall be attended by the boatswain, with eight side boys. He shall be received by all the officers of the vessel in full-dress uniform, and the crew, in clean mustering clothes, arranged on the side opposite to that on which he enters. The marine guard shall be paraded. He shall be received at the gangway by the commanding officer and such other officers of the vessel as may be designated by the commander.

The officers and men shall uncover their heads: the guard shall present arms; the drums shall give three ruffles, and the music on board shall then play a march. When the Vice-Admiral orders his flag to be hoisted, a salute of fifteen guns shall be fired—the flag to be unfurled at the firing of the first gun.

b. When a Vice-Admiral shall make a visit of ceremony or inspection to any vessel of the fleet under his command, the same honors shall be paid to him, and the same ceremonies observed, as in the case of his assuming command, with the exception that, if saluted, the salute shall be fired immediately after he comes on board.

c. When a Vice-Admiral relinquishes his command afloat, the ceremonies prescribed for his first reception shall be observed; and after he shall have disembarked the salute shall be fired, and his flag lowered down at the firing of the last gun of the salute.

d. When a Vice-Admiral leaves his flag-ship with the intention of soon returning on board, the side shall be attended by the boatswain, with eight side boys. He shall be entitled to a full guard, which is to present arms as he passes in front of it, and the drums will give three ruffles. He is to be attended to the gangway by the line officer on board next in rank to himself, and by all the line officers of his staff other than those who are to accompany him. The officer of the deck and junior officers of the watch will also be in attendance. The same ceremonies are to be observed on his return to the ship. If absent at night and with the intention of returning, four white-light lantern lights are to be hoisted perpendicularly at the peak. The top lights of all flag-ships are to be lighted at night while in port.

4. Paragraph 62, page 10, in the second line after the word command, insert: "The side shall be attended by the boatswain and six side boys."

5. Paragraph 66, page 10, amended so as to apply to a Vice-Admiral's flag also.

6. Paragraph 73, page 12, is rescinded, and the following substituted: "The side may be piped and attended by side boys for all commissioned officers visiting and leaving vessels of the Navy. When commanding officers visit or depart from vessels of the Navy, they shall be received at the gangway on arriving, and attended to the gangway on departing, by the commander of the vessel, if the visiting commanding officer is of the same or higher rank; otherwise, by the executive officer. The officer of the deck for the time being will receive at the gangway on the arrival, and attend at the gangway at the departure, of all commissioned officers. Warrant officers will receive and see over the side of the ship all warrant officers visiting or departing from the same."

7. Paragraph 74, page 12, in next to the last line, read "one light for two lights."

8. Paragraph 75, page 12, insert in the first line after a and before Rear, the words "Vice or."

9. Paragraph 81, page 13, is rescinded.

10. Paragraph 82, page 13, in the first and second lines, insert the words, "Vice or," before the word Rear, in each case.

11. Paragraph 83, page 13, is modified as follows: "As accidents may occur during the firing of salutes in vessels, from the haste with which the guns are necessarily reloaded, no vessel of the Navy mounting less than ten guns is in future to fire a salute that may require the reloading of the guns. If necessary, in order to avoid giving offense to official persons abroad, she may, however, fire a return salute; but under no circumstances shall a transport, store-ship, or surveying vessel fire a salute.

12. Paragraph 84, page 13, is altered to read ten guns instead of six guns.

13. Paragraph 94, page 14, omit the words "or less," in the first line.

14. Paragraph 106, page 17, at the end add, "unless such honors have been tendered and declined."

15. Paragraphs 166 and 167, page 29, are hereby rescinded.

16. Officers not on duty, or on leave of absence, are to keep the Department at all times advised of their particular address in the State or Territory in which they reside.

17. The residence of an officer is within the State or Territory which he habitually makes his home when off duty, and the appropriate column in the Navy Register will designate whatever State or Territory officers may select as their residence. No officer making such selection will afterwards change it or his residence without the authority of the Secretary of the Navy.

18. No officer under arrest or suspension, or on furlough, will leave the State or Territory of which he is a resident, or visit the Navy Department, without the authority of the Secretary of the Navy.

19. No officer whose residence is without the District of Columbia will come within the limits of the same without the permission of the Secretary of the Navy. Every officer applying for permission to visit the District of Columbia will state the object which induces his application, and the period and length of his intended visit.

20. Paragraph 178, page 31. The following is substituted for the last clause of said paragraph: "In case of officers who are required to furnish testimonials on presenting themselves for examination, such testimonials may be written by those

whose province it is to do so; but they shall be directed to and sent to the Navy Department, and certified copies of them given to the individuals to whom the testimonials are due."

21. Paragraph 179, page 31, add the words "excepting such as are authorized in the preceding amended paragraph."

22. Paragraph 448, page 78, is amended so as to read after the word "Navigator" (in the second line), "and ordnance officer;" and he will, in addition to his duties as navigator of the vessel, have charge of, and be responsible for, the expenditure, care, preservation, and safekeeping of all ordnance equipments and stores, and of all receipt and account books and returns, under the orders and instructions of the commander of the vessel, and in conformity to the prescribed regulations and instructions in the Ordnance Manual. All returns, receipts and expenditure of ordnance equipments and stores, will be made by the "navigator and ordnance officer," in conformity to the regulations and instructions in the Ordnance Manual.

23. Paragraph 459, page 82, add to the paragraph the following: "He will keep and transmit to the Bureau of Navigation an abstract of the meteorological observations recorded in the log-book, according to the prescribed form."

24. Paragraph 460, page 82, is rescinded, and the following is substituted: "The navigator shall prepare, and, after it shall have been approved by his commanding officer, transmit to the Bureau of Navigation, from time to time, if practicable, otherwise, at the end of the cruise, a skeleton chart of the cruising ground, showing distinctly the track or tracks of the vessel, with the day, month, and year, noted during the entire cruise or period of time the vessel was absent from port or the United States; to which must be appended remarks and notes bearing upon the winds, weather, currents of the ocean, and other phenomena of value to nautical science."

25. So much of paragraphs 478 to 491, inclusive (pages 84 to 86), which relate to the duties of gunner, and are in conflict with the amended paragraph 448, are rescinded in respect to that officer; but are hereby made applicable to, and remain in full force and effect in regard to, the duties of the "navigation and ordnance officer" of the vessel. When a gunner is attached to a vessel having a "navigator and ordnance officer" on board, the duties of the gunner, in connection with the battery, magazines, and ordnance equipments in charge of the "navigator and ordnance officer," will be prescribed by the commander of the vessel, but not in conflict with the amended paragraph 448.

26. Paragraph 563, page 99, is so far modified as to dispense with sending to the Department copies of all bills or accounts.

27. Paragraph 665, page 116, add the words: "When the cases are simple, and there is but one medical officer attached to the vessel, the surgeon's steward may be directed to accompany them."

28. Paragraph 1084, page 193, is rescinded, and the following is substituted: "Commandants of navy yards, stations, or senior officers in charge of duty of any kind, by order of the Department, in the United States, shall not go beyond the limits of their respective commands, stations, or specified duty, for a longer period of time than 48 hours, without the permission of the Secretary of the Navy, except in cases of pressing emergency which will not admit of sufficient delay to communicate with and receive a reply from the Department. In cases of such pressing necessity as hereinbefore mentioned, it shall be the duty of the before-mentioned officers to report to the Department, without unnecessary delay, a detailed statement of the facts and circumstances which induced them to leave their station."

29. Paragraph 1146, page 205, is rescinded, and the following is substituted: "In all cases where transportation is furnished at the public expense to an officer of the Navy traveling under orders, the charge, cost, or value of such transportation shall be deducted from his mileage."

30. Paragraph 1162, page 208, is so far modified as to read: "The pay of all promoted officers (modified by the laws in relation to the pay of officers subject to examination before promotion) commences, &c., as prescribed in said paragraph 1162."

31. No. 16 of U. S. Navy Regulation, Circular No. 1, is rescinded, and paragraph 1163, page 209, "Regulations for the Navy," is amended to read as follows: "When ordered on sea-service, officers are entitled only to 'shore' or 'other-duty' pay from the day they leave their domicils, in obedience thereof, to the date they report for such service at the place where the vessel to which they are ordered is lying, if the vessel is in commission for sea-service; but if the vessel to which they are ordered is not in commission for sea-service at the time of their reporting, then until the vessel is regularly commissioned for sea-service. Sea-service and sea pay and rations of officers will only commence from the date of reporting for and joining a vessel in commission for sea-service. The duty pay of an engineer officer is the same, whether employed on shore duty or at sea, and it commences from the date of his leaving his domicile in obedience to orders for duty, though only entitled to credit for sea-service and allowance of rations from the date of joining a vessel in commission for sea-service."

32. Paragraph 1164, page 209, add after the word "accordingly" at the end of the paragraph: "But it is not to be understood that this allowance of 'other-duty pay' is to apply to officers returning to the United States under the sentence of a court-martial."

33. Paragraph 1165, page 209, add: "When an officer on other duty than 'sea-service' enters a naval hospital for treatment, he shall continue to receive duty pay, unless detached, but not for a longer period of time than two months."

34. Commanders of squadrons, stations, and vessels acting singly, will endorse upon the orders of all officers reporting for duty the dates thereof.

35. Commanders of vessels will report the dates on which the vessels under their commands are regularly put into commission, to the Bureau of Navigation, and transmit, at the same time, correct lists of all the officers then and there present on board for duty.

36. Officers ordered to duty on board a vessel already in commission for sea-service will, immediately after reporting for duty and joining that vessel, report the facts and date to the Bureau of Navigation.

37. All communications to the Department, or which require the action or consideration of the Department, from officers not on duty or not under orders, will be transmitted by them directly, and not through persons holding any civil office or other position under the Government, with a view to the influence of such persons; and officers are admonished that such attempts to avail themselves of influence will be regarded as an evidence of the weakness of their claims.

38. Commandants of navy yards and stations will promptly report to the Department the departure of vessels from, or their arrival within, the limits of their command, stating the destination of the vessel or the quarter from which it came, as the case may be, and the commanding officer thereof.

39. Commandants of navy yards and stations, commanders of squadrons, and commanders of vessels, will communicate to the appropriate Bureau every three months, and oftener should the importance of the matter demand it, any faults in the Book of Allowances, as ascertained from its actual use, and any suggestions that, in their opinion, would tend to its perfection.

40. Commandants of navy yards and of naval stations at which vessels may be laid up in ordinary will make reports at the end of every month, to the Bureaus of Construction and of Steam Engineering, on the condition of the hulls and machinery, as follows:

To the Bureau of Construction—the condition of the hull of each vessel, and the probable time required to make it fit for service.

To the Bureau of Steam Engineering—the condition, separately, of the engines, boilers, screw-propellers or paddle-wheels, and appurtenances not included under those heads, of each vessel, and the probable time required to make them fit for service.

The commandants will make such suggestions, in these reports, as they deem will conduce to the better or more economical preservation of the hulls and machinery.

41. No vessel will be reported by the commandant of a yard or station as ready for officers until she is in a condition to receive them on board to mess.

42. A supply of all General Orders and Circulars of the Department will be forwarded to the commandants of stations and commanders of squadrons, who are required to distribute them to each and every officer under their respective commands.

43. Commandants of stations will post, for at least three months after their date, in the most conspicuous place within the limits of their command, a copy of each of the General Orders and Circulars received by them.

44. All officers on duty are required to apply, in writing, monthly, to the commandant of the station or the squadron under whose command they are serving, for such General Orders and Circulars as they have not received; and all officers not on duty will make similar application to the Navy Department, such application to specify the numbers or dates of the General Orders or Circulars they have not received, or the number and date of the last one received by them.

45. Vessels under steam will never use more than two-thirds of their boiler power unless in an emergency, which must be fully entered and explained upon the Log, and a special report of the same made to the Bureau of Steam Engineering.

46. In reporting to the Department deaths, desertions, and personal casualties of whatever description, the name and rank or rating of the person will invariably be given.

47. Public property in the custody of officers of the Navy will not be loaned for private use, except under special authority from the Navy Department.

48. Whenever a court-martial shall impose a sentence including forfeiture of pay upon any person in the naval service, it shall be the duty of the Court, in the case of commissioned officers, to state the rate of pay and time of such forfeiture, and in all other cases to fix the amount of pay so forfeited, stating it in dollars and cents.

49. Such of the forms indicated in the Book of Regulations as shall not be furnished in blank by the Department or its Bureaus, are to be prepared in manuscript by or under the direction of those who are required to use them.

50. Neither open purchases of bunting nor the flags prescribed in the Book of Allowances will be made except upon requisitions which have been submitted to the Bureau of Navigation and received its approval.

51. When requisitions for open purchases are returned, approved by the proper Bureau, the purchasing paymaster will procure only those items the estimated cost of which is under one hundred dollars, reserving the remainder until the 25th of the month, on which day, monthly, he will advertise in at least two commercial newspapers for three successive days for proposals for furnishing such supplies, and will forward a printed copy or slip of the advertisement to each Bureau having articles contained in it. On the 1st day of the succeeding month the bids will be opened and the lowest bidders notified to make immediate deliveries, unless the prices are so exorbitant as to make it advisable to reject the bids altogether; which will be done if it is apparent that they are much above the market price.

52. The chiefs of Bureaus will carefully scrutinize requisitions for open purchases, and will decline to approve those that are considered unnecessary, or where the variation from the contract article is so trivial that the latter will serve the purpose instead.

53. No requisition for an open purchase will be approved until it has the endorsement of the naval storekeeper that the articles required are not in the public store and are not due upon an existing contract.

54. No requisition will be made for articles under contracts which have expired, nor after the close of the fiscal year; and no deliveries upon any contract will be received unless requisition for the same shall have been made on the date of or prior to said expiration or termination and previous to the receipt of articles upon a new contract.

55. Requisitions for stores, furniture, and articles that are perishable, or can be readily purchased, will not be made for vessels that have been ordered to be repaired and placed in ordinary, but only for vessels that have been ordered to be fitted for immediate service at sea; nor will requisitions be made without first ascertaining that there are no suitable articles for the purposes for which they are needed on hand.

56. Requisitions for purchasing at the cost of defaulting contractors, in accordance with paragraph 964, page 171, must be submitted to the proper Bureau and receive its approval before the purchase be made.

57. There must not be any serviceable articles at a navy yard or station that are not on charge and subject to requisition. All such articles must be on the storekeeper's books at a fair and proper valuation.

58. The assessing and taxing of the workmen or other employés in the navy yards for party or political purposes is forbidden. Attempts to exact money from such persons for such purposes is, in every point of view, reprehensible, and is to be wholly and absolutely prohibited. Any master workman, or other appointee of the Navy Department, employed in the navy yards, who shall levy, or participate in the levying, of contributions on persons in Government service, for party purposes, will render himself liable to removal. Committee men, or the representatives of political parties, will not be permitted to visit the yards to make collections for any political party whatever.

59. The employment of extra hands preceding warmly-contested elections, with the view of advancing the interests of any political party, is expressly forbidden. No more persons shall be employed or retained in a navy yard than the public service actually requires. Party gatherings and party discussions are at all times to be avoided within the navy yards.

60. Application to fill the position of master workman in any of the navy yards will hereafter be addressed to the chief of the Bureau of Yards and Docks, stating the name, age, and residence of the applicant, with testimonials as to his character, habits, professional skill and competency, and physical ability.

61. Whenever a vacancy shall occur in the office of master workman, a board will be convened at the navy yard where such vacancy exists, under the direction of the Secretary of the Navy, and a selection will be made from the qualified candidates, who shall have passed a satisfactory examination, irrespective of locality—no district or State being entitled to preference for these positions.

62. All nominations of persons to office in navy yards, which require the approval of the Department, must be accompanied by testimonials of character, habits, and competency, and a statement as to whether the nominee has served in the military or naval service during the war, and, if so, how long and in what capacity.

63. In the employment of mechanics and others in navy yards, at naval stations, or elsewhere in the service of the Navy Department, preference is to be given to such as have been honorably discharged from the Navy and Marine Corps, and especially to those who have been wounded or disabled, provided they are capable of performing satisfactorily the duties required of them.

64. The Bureaus of the Navy Department will not pass bills for work performed that are not properly approved by the commanding officer who has been authorized to incur the indebtedness for, and has had charge of, such work.

65. The commanders of coast survey vessels, or other vessels having officers and crews belonging to the Navy, will transmit to the Department muster-rolls and make the other returns required by the Regulations, so far as applicable.

66. The following form will be used in making return of persons honorably discharged, required by paragraph 779, page 136, Navy Regulations:

LIST AND DESCRIPTION OF MEN *Honorably Discharged from the U. S. ———, 18—.*

Ship's No.	Names.	Rating.	Enlisted.		From what vessel received.	Where born.		Age.	Eyes.	Hair.	Complexion.	Height.		Permanent Marks, &c.	Date of Discharge.
			When.	Where.		City or County.	State.					Feet.	Inches.		

Approved: _____,

_____,
Commanding Officer.

_____,
Paymaster.

67. The following is substituted for Form No. 3, on pages 250 and 251:

FORM NO. 3.

Complete Descriptive Muster Roll of the Crew of the U. S. ——— on the ——— day of ———, 18—.

[To be transmitted to the Bureau of Equipment and Recruiting at the commencement of a cruise, and on the 1st of January, April, July, October, and at the expiration of a cruise.]

Ship's No.	NAMES. (Alphabetically arranged, without regard to ratings, with the surnames to the left.)	Rating.	Date of enlistment.			Where enlisted.	Term of enlistment. Place or vessel from which received.	When received on board.	Where born.	Personal Description.						T. D. R. D. D.	REMARKS. Where and when.									
			Year.	Month.	Day.					Age.	Complexion.	Height.	Feet.	In.												
Recapitulation of Crew remaining on board at date of Muster Roll.									Approved this ——— day of ———, 18—, at ———.																	
Petty officers _____									_____, Commanding Officer.																	
Seamen _____									Certified to be correct, and that all casualties, transfers, deaths, desertions, and discharges that have occurred since the date of last Muster Roll are duly noted.																	
Ordinary seamen _____																										
Landsmen _____																										
Boys _____																										
Apprentices _____																										
Musicians _____																										
Firemen _____																										
Coal-heavers _____																										
TOTAL _____										Received at the Navy Department _____.																

NOTE.—Care must be taken that every column be correctly filled, and that all casualties, transfers, or discharges which have occurred during the quarter, or to date of roll, are duly noted, reporting dates of various changes, where transferred, &c. The names of the men thus reported to be entered in common with those remaining on board. If the information required by the printed headings cannot be otherwise obtained, obtain it from the men themselves, making notes, showing the portions thus obtained, in the column for remarks. Commanding officers are requested to keep themselves supplied with blanks by application to the Bureau of Equipment and Recruiting, or Fleet paymaster.

68. The following is substituted for Form No. 4, on page 252:

FORM NO. 4.

DESCRIPTION OF DESERTERS AND MEN *Absent without Leave, from the U. S. S. ———, 18—.*

Name.	Rating.	Enlisted.		Where born.	Age.	Eyes.	Hair.	Complexion.	Height.		Permanent Marks, &c.	Date of Desertion.	Reward offered.	Remarks.
		When.	Where.						Feet.	Inches.				

69. The following is substituted for section 1236, page 225: "The officer by whose order a General Court-Martial, Summary Court-Martial, or Court of Inquiry, has been convened, is the only proper person to dissolve the Court. When, therefore, any Court shall have concluded the trial of all cases actually referred to it, and transmitted, severally, the records of its proceedings in each to the officer by whose order it was convened, it will await the further orders of that officer, whose duty it shall be, so soon as such records are received, to revise the same, and either to return them to the Court for its reconsideration or to dissolve the Court; and, after having dissolved the Court, to forward such records to the Department as soon as practicable.

70. Steam may be raised on board vessels of the Navy for the purpose of dispelling damp and unwholesome air or drying the ship, whenever, in the opinion of the commanding officer, it is necessary.

GIDEON WELLES,
Secretary of the Navy.

NAVY DEPARTMENT,
January 30, 1866.

GENERAL ORDER, No. 73.

February 17, 1866.

The following resolution of Congress, approved on the 10th instant, is published for the information of the officers and men of the Navy and the Marine Corps.

GIDEON WELLES,
Secretary of the Navy.

A RESOLUTION tendering the thanks of Congress to Vice-Admiral DAVID G. FARRAGUT, and to the officers, petty officers, seamen, and marines under his command, for their gallantry and good conduct in the action in Mobile Bay on the fifth August, 1864.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the thanks of Congress are eminently due and are hereby tendered to Vice-Admiral DAVID G. FARRAGUT, of the United States Navy, and to the officers, petty officers, seamen, and marines under his command, for the unsurpassed gallantry and skill exhibited by them in the engagement in Mobile Bay on the fifth day of August, eighteen hundred and sixty-four, and for their long and faithful services and unwavering devotion to the cause of the country in the midst of the greatest difficulties and dangers.

SEC. 2. *And be it further resolved,* That the President of the United States be requested to communicate this resolution to Vice-Admiral Farragut, and that the Secretary of the Navy be requested to communicate the same to the officers, seamen, and marines of the Navy by General Order of his Department.

Approved February 10, 1866.

GENERAL ORDER, No. 74

April 7, 1866.

At a Naval General Court-Martial convened at the navy yard, Philadelphia, March 22, 1866, Paymaster *Rufus C. Spalding*, of the Navy, was tried on the following charge and specification, viz:

CHARGE.—"Culpable inefficiency in the performance of duty."

Specification—In this: that on or about the twenty-first day of December, eighteen hundred and sixty-five, owing to the culpable inefficiency of the said *Rufus C. Spalding*, paymaster, U. S. Navy, in the performance of his duty at the naval station, Mound City, Illinois, to which he was then attached, funds under his care, belonging to the Government, were stolen, to the amount of more than fourteen thousand dollars.

GIDEON WELLES,
Secretary of the Navy.

NAVY DEPARTMENT, *February 14, 1866.*

Upon which charge and specification the finding of the Court was as follows:

"The specification of the charge is proven; and the said *Rufus C. Spalding*, paymaster, U. S. Navy, is guilty of the charge."

"And the Court doth sentence the said *Rufus C. Spalding*, paymaster, U. S. Navy, to be suspended for the term of one year, and to forfeit for the said term one-half of his leave of absence or waiting orders pay, and be reprimanded by the Secretary of the Navy."

This sentence may, at first sight, appear to be mild for the offense proved; but, in addition to the penalty imposed by the Court, Paymaster Spalding stands debited with the full amount of Government funds referred to in the specification as lost through his negligence. In view of all the facts, the punishment may be considered adequate to the offense, and the sentence is therefore approved.

The evidence and argument of the accused before the Court rests upon the erroneous supposition that, inasmuch as an assistant paymaster—himself a bonded officer—had been ordered to assist him in the performance of his duties, Paymaster Spalding might transfer to him some share of his responsibilities.

Paymasters may not delegate any part of their responsibility to their subordinates. Government property, drawn upon the requisition of a paymaster, stands charged to him, and he is held to answer for any loss occurring through his negligence or that of his subordinates.

It has come to the knowledge of the Department that other paymasters, like Paymaster Spalding, have been in the habit of entrusting the keys of their safes to their subordinates, with free access to the public funds contained therein. This ought never to be done except in cases of the extremist necessity, and then only to such an extent as such necessity may require.

This practice subjects the subordinate to the possibility of unjust suspicion, it exposes him to temptation, and it is a culpable avoidance on the part of the paymaster of the care and labor necessarily incident to the faithful and proper performance of his duties.

Acting Assistant Paymaster *J. S. Harvey* was tried before the same Court April 2, 1866, upon a similar charge and specification, found guilty, and sentenced "To be dismissed from the naval service of the United States." The evidence in this case showing a want of what may be considered ordinary care in securing the money and keys entrusted to him by Paymaster Spalding, and a culpable disregard both of the interests of the Government and of his superior officer, Paymaster Spalding, the sentence is approved.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

April 23, 1866.

The following permanent squadrons are established, having, respectively, the limits designated upon the squadron charts, viz:

1. North Atlantic Squadron, embracing what was known as the Home or West Indian Squadron.
2. European Squadron, embracing the Atlantic coast of Europe, the Mediterranean, and part of the west coast of Africa.
3. South Atlantic Squadron, embracing part of the west coast of Africa and the southeast coast of South America.
4. South Pacific Squadron, embracing the west coast of South America and Australia.
5. North Pacific Squadron, embracing the west coast of North America and the Sandwich Islands.
6. Asiatic Squadron, embracing the west coast of Asia and adjacent islands.

So far as the public service will admit, and supplies can be procured, the vessels of each squadron will be required to visit, alternately, all the places within the limits of the command, unless otherwise directed by the Secretary of the Navy, where American commerce extends, taking advantage of the great wind currents to economize coal. Lengthy anchorages in port, where no public exigency has arisen to require it, or wintering the vessels in any port is forbidden.

Quarterly reports, according to the following form, will be sent to the Secretary of the Navy:

Vessel.	Rate.	Command.	Ports visited, and the dates.	Days at Sea.	Days in Port.	Remarks.

GIDEON WELLES,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR NO. 3.

April 30, 1866.

The following alterations and additions are hereby made to the Regulations published for the government of all persons attached to the United States naval service, under date of April 18, 1865, and will be obeyed accordingly:

Every person subject to the control of the Navy Department will preserve a copy of this circular in his book of regulations.

1. In foreign ports where a paymaster in charge of stores is stationed—whether on shore or on board a stationary storeship—all requisitions for stores will be made upon him, and all purchases in open market will be made by him, unless otherwise directed by the commander of the squadron for reasons to be stated to the Department.

2. The descriptive lists attached to certificates of death, certificates of ordinary disability, and certificates of pension, are always to be signed by the paymaster in charge of the accounts of the person in whose case the certificate issues.

3. Whenever a vessel-of-war visits a foreign port where there is a consular representative of the United States, the commanding officer of such vessel will consult with such representative with regard to procuring coal or other supplies of which the vessel may stand in need, and will give due consideration to his suggestions, and act upon them, if it shall appear to the interest of the naval service to do so. In receiving the suggestions of such consular representatives, and availing themselves of their local knowledge, commanding officers are not thereby in any degree relieved from the duty and responsibility of making diligent personal inquiry themselves, with the view of protecting and doing the best for the Government.

4. Attempts to influence the legislative branch of the Government, or any member thereof, touching measures connected with naval affairs, are often productive of embarrassment, and are therefore disapproved, excepting when the opinion of an officer is requested, in writing, by a member or members.

5. A committee of Congress officially visiting a navy yard or station will be saluted with fifteen guns.

6. The following is substituted for paragraph 163, page 29:

When any commissioned or warrant officer, seaman, marine, or other person belonging to the Navy, shall be accused of a capital crime, or of having used violence, or committed any offense against the person or property of any citizen of any of the United States, such as is punishable by the known laws of the land, the commanding officer and officers of every vessel, naval station, or command to which the person or persons so accused shall belong, are hereby required, upon applications duly made by or in behalf of the party or parties injured, to use their utmost endeavors to deliver over such accused person or persons to the civil magistrate, and likewise to be aiding and assisting to the officers of justice in apprehending and securing the person or persons so accused, in order to bring him or them to trial.

7. Article II, pages 2 and 3, is amended as follows:

Line Officers.

Midshipmen, who have finally graduated, shall rank next after ensigns.

Boatswains next after midshipmen who have finally graduated.

Gunners next after boatswains.

Midshipmen, who have not finally graduated, next after gunners.

Mates next after midshipmen who have not finally graduated.

Staff Officers.

3d assistant engineers and clerks to have assimilated rank with midshipmen who have not finally graduated.

Carpenters and sailmakers to have assimilated rank with mates.

8. The second clause of paragraph 178, page 30, having been superseded by paragraph 20, page 359, Regulations Circular No. 2, the first or remaining clause is hereby rescinded.

9. Reports in full of the character and qualifications of officers having been provided for by forms 25, 26, and 27, pages 271, 272, and 273, and paragraph 44, page 354, Regulation Circular No. 1; all other testimonials or certificates to persons either in or out of the naval service are forbidden, excepting the following mentioned:

Those that are authorized by paragraph 20, page 359, Regulation Circular No. 2, which, however, must not be given if the official association or intercourse between the two has been for a less period than three months.

Such cases of exceptional good conduct as may require special report.

Those that are authorized by paragraph 969, page 172.

To *enlisted* persons who are then, or who shall have been, in the Navy, who can receive the benefit of a letter of recommendation as to character and service from any officer acquainted with them.

And *appointed* persons, who can receive commendatory letters or certificates from those by whom they were appointed or under whom they immediately served, countersigned by the commanding officer; but such letters or certificates are not to be given except at the termination of the appointment, nor unless the service of the persons shall have exceeded three months.

10. Forms 26 and 27, pages 272 and 273, and paragraph 44, page 354, Regulation Circular No. 1, will hereafter apply to commandants of yards and stations, who will make quarterly returns in accordance therewith of officers attached to the yard or station.

11. Commanding officers of vessels will see that the steam heaters placed on board be not removed from their positions during warm weather, as the practice of taking them down and storing them in the hold rapidly destroys them.

12. Paragraph 364, page 65, is amended by adding to it the following words: this report will be forwarded to the Bureau of Construction and Repair.

13. Page 237, report of "sailing qualities of ship," according to form No. 1, page 246, to be sent to the Bureau of Construction and Repair, instead of the Navy Department.

14. The attention of all persons in the naval service is particularly called to the following law, any violation of which will be considered as an offense against the naval regulations, in addition to the penalty imposed by the law:

AN ACT reducing the duty on imports, and for other purposes.

SEC. 10. *And be it further enacted*, That no officer or other person connected with the Navy of the United States shall, under any pretense, import in any ship or vessel of the United States, any goods, wares, or merchandise liable to the payment of any duty.

Approved July 30, 1846.

15. In all cases of trial by courts-martial of any person in the naval service, where the accused has no legal adviser, he will be permitted to select some officer within reach to defend him; and in case he does not select any one, the authority convening the Court will detail an officer, who shall faithfully advise and assist the accused to the best of his ability.

16. Officers who have chronic disorders not likely to be benefited by medical treatment will not be retained in a medical hospital over four months; and no officer will be a second time received into a hospital on account of any disease or disability for which he has already had the advantage of medical treatment in a naval establishment for the period above named.

17. In case of robbery, or on the discovery of the loss of money or other public property, the person responsible for the safe custody of the same will immediately report the occurrence to the senior officer present, who will thereupon order a board of three suitable officers to investigate the alleged robbery or loss, and to report fully and impartially all the circumstances connected therewith, so far as they can ascertain, which report will be forwarded to the Secretary of the Navy, and a copy of it to the chief of the appropriate Bureau.

18. Paragraph 45, page 364, Regulation Circular No. 2, is so far modified that when paddle-wheel steamers are running long distances in the trades, with the wind free, the paddles in the water are to be removed and the vessel navigated under sail alone. Under other circumstances, steam may be used according to the said paragraph.

19. Paragraph 1199, page 216, Naval Regulations, and paragraph 18, page 349, Regulation Circular No. 1, give ample time to pay officers for rendering their accounts in all ordinary cases. Therefore, when any pay officer shall fail to render his final accounts for settlement promptly within the prescribed period, he will be considered as delinquent, and will be placed on furlough until further orders. The usual time necessary for packages to reach the Department by express from any given point will be allowed, in addition to the time given by the above-mentioned regulations; but no increase of pay will be granted for this additional time. In extraordinary cases, the Department may suspend the operation of this rule upon application of the officer and satisfactory evidence that the delay was unavoidable.

20. The commanding officer of each vessel under repairs or fitting out at a navy yard or station will report to the Secretary of the Navy, through the commandant of the yard or station, on the 1st and 15th of the month, what progress is being made in the preparation of the vessel for sea, what important work remains to be done, and when the same will probably be completed; what changes of consequence have been made, and the reasons therefor; and will make any suggestions which he thinks would facilitate the preparation of the vessel for sea, if adopted.

21. On the 1st of each month commandants of navy yards or shore stations will forward to the Secretary of the Navy a report of the vessels of the Navy repairing or fitting for sea at such yard or station, which report will embrace, in separate columns, the name of the vessel, her rate, probable time of completion of hull, probable time of completion of machinery, when ready for officers to mess on board, when ready for sea, name and rank of commanding officer, and any remarks that may be deemed necessary. This report will be in lieu of the weekly one heretofore required, and will also embrace the names, &c., of the vessels on service connected with the yard or station.

22. So far as the public service will permit, and supplies can be procured, commanding officers of squadrons will require their vessels to visit alternately all the places within the limits of their squadrons where American commerce extends, unless otherwise directed by the Secretary of the Navy. The vessels will take advantage of the great wind currents, and thus economize in the use of coal.

23. Lengthy anchorage in ports where no public exigency requires the presence of a vessel is forbidden; also the wintering of the vessels of a squadron in port.

24. Commanders of squadrons and of vessels on special service abroad will cause the Secretary of the Navy to be furnished quarterly with a cruising report in the following form:

Vessel.	Rate.	Commanding Officer.	Ports visited, and date.	Days at Sea.	Days in Port.	Remarks.

25. Masters-at-arms, yeomen, surgeons, and paymaster's stewards, appointed to a vessel ordered on distant service, will be allowed an advance of pay for the usual term, upon condition that the officers by whom they are respectively appointed consent to become responsible for such advance, which will be made by the paymaster of the vessel.

26. Paragraph No. 975, page 173, is so modified, in the last line of the same, as to read "yearly pay."

27. Persons deserting from the naval service forfeit all claim to any balances, including prize money, due to them at the time of desertion, unless sentenced to other punishment, or acquitted by a general court-martial, or unless the mark of desertion is erased by competent authority.

28. Paragraph 422, page 74, is so far modified as to leave the keys of the medical store-rooms in charge of the surgeon of the vessel.

29. Whenever a person is enlisted on board ship, or elsewhere than at a rendezvous, a complete descriptive list must be made and returned quarterly, with the shipping articles, signed by the recruiting officer and the surgeon. The form will be that found on page 256 of the Naval Regulations, substituting the name of vessel or place for "naval rendezvous," and quarter in place of the word "week." The recapitulation on page 257 is not required, but the certificate at the foot of this page is to be adopted, leaving out the second line of the second paragraph, viz: "also the names, &c., &c., who have been rejected at the receiving ship." Printed blank forms will always be forwarded with the muster rolls and shipping articles.

30. Attention is called to paragraph 49, page 364, Regulation Circular No. 2. The omission to forward the required returns and reports is not excusable because of the want of printed blank forms.

GIDEON WELLES,
Secretary of the Navy.

Navy Department, April 30, 1866.

CIRCULAR LETTER.

May 7, 1866.

Disbursing officers of the Navy stationed in the vicinity of the office of the U. S. Treasurer, or an assistant treasurer, will keep their deposits with such officer.

Very respectfully,

To Paymasters and Disbursing Officers.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 75.

May 23, 1866.

Congress having, in view of the call for increased compensation to officers of the Navy, repealed the law which prohibited any allowance to them "for rent of quarters or to pay rent for furniture, or for lights or fuel, &c., &c.," the Department, in order to prevent a recurrence of the irregularities, abuses, and arbitrary allowances which occasioned the prohibition, deems it proper to establish a fixed rate of compensation in lieu of the extra allowances which were prohibited by the law now repealed. Accordingly, from and after the first day of June proximo, officers who are not provided with quarters on shore stations will be allowed a sum equal to thirty-three and one-third per centum of their pay in lieu of all allowances, except for mileage or traveling expenses under orders; and those provided with such quarters, twenty per centum of their pay in lieu of said allowances.

The act of March 3, 1865, having increased the pay of midshipmen and mates, the allowance hereby authorized will not be extended to them.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 76.

July 7, 1866.

Whenever it shall become necessary for the Government to defray the funeral expenses of an officer of the Navy or Marine Corps, an amount not exceeding one month's sea pay of such officer will be allowed for that purpose, to be expended under the direction or with the approval of the commandant of the nearest naval station, the commander of a squadron, or of a single vessel when not in communication with a superior officer. Naval officers are enjoined to aid in every proper manner in doing honor to the rank or station and services of deceased officers, petty officers, seamen, and marines.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 77.

WASHINGTON, August 1, 1866.

Under authority of the act of Congress approved December 21, 1861, medals of honor are hereby awarded to the following-named persons who have distinguished themselves by their gallantry in action, by extraordinary heroism in the line of their profession, or by other commendable qualities:

John Brown, captain of the after-guard;

Richard Bates, seaman;

Thomas Burke, seaman, of the U. S. S. *De Soto*. Heroic conduct in rescuing from drowning James Rose and John Russell, seamen, of the U. S. S. *Winooski*, off Eastport, Maine, May 10, 1866.

Thomas Robinson, captain of the after-guard of the U. S. S. *Tallapoosa*. Heroic efforts to save from drowning Wellington Brocar, landsman, of the *Tallapoosa*, off New Orleans, July 15, 1866.

Application for the medals must be made through the commanding officers of the vessels on which the seamen are serving.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 78.

August 4, 1866.

Mates whose compensation under existing regulations does not exceed forty dollars per month, will hereafter be allowed a sum equal to twenty per centum of their pay, in lieu of all allowances except for mileage or traveling expenses under orders. This allowance to take effect from the 1st instant.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 79.

August 11, 1866.

Officers who, after being ordered to duty, receive an advance of pay under the law authorizing the same, will, as early as practicable, give notice thereof in writing to the paymaster whose duty it will be to check such advance against the pay. Any officer delinquent in this particular, and receiving pay which should be checked, will be deemed guilty of scandalous conduct as well as a violation of this order.

GIDEON WELLES,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 4.

August 22, 1866.

The following alterations and additions are hereby made to the regulations published for the government of all persons attached to the United States naval service, under date of April 18, 1865, and will be obeyed accordingly. Every person subject to the control of the Navy Department will preserve a copy of this circular in his Book of Regulations.

SECTION 10.

Midshipmen.

Paragraph 473 amended so as to read as follows: If ordered to a cruising vessel, they shall provide themselves with an octant or quadrant, an approved treatise on navigation, all the text-books used by them during the two last years of the course at the Naval Academy, including an approved treatise on marine surveying, and the following histories: Eliot's (or some other approved) abridged history of the United States; Irving's *Life of Washington* (small edition); The Student's (Hume's) *History*

of England, 1 vol., 8 vo.; Liddell's History of Rome, 1 vol., 8 vo.; Smith's Student (Gibbon), 1 vol., 8 vo.; Smith's History of Greece, 1 vol., 8 vo.; Students' History of France, 1 vol., 8 vo.

Commanders of vessels will see that this regulation is strictly conformed to, and in the case of any midshipman failing to provide himself with the books and instruments embraced in paragraph 473 they will report the facts to the Department.

GIDEON WELLES,
Secretary of the Navy.

August 25, 1866.

A Board of naval officers, of which Commodore S. P. Lee is president, will meet at Hartford, Connecticut, on the 5th of September next, for the examination of volunteer officers who have served not less than two years in the Navy, for admission into the regular service, in accordance with the provisions of the following sections of the "Act to define and regulate the appointment of officers in the Navy, and for other purposes." Approved July 25, 1866.

SEC. 2. *And be it further enacted*, That of the number of line officers of the Navy, on the active list, five lieutenant-commanders, twenty lieutenants, fifty masters, and seventy-five ensigns may be appointed from those officers who have served in the volunteer naval service for a period of not less than two years, and who are either now in that service or have been honorably discharged therefrom: *Provided*, that if by reason of these appointments the number of officers in any grade shall exceed the number fixed by law, no more promotions or appointments to that grade shall be made until the number is reduced below the number fixed by law for that grade; *And provided further*, That the authority given by this section shall be exhausted when the number of volunteer officers above named shall have been once appointed.

SEC. 3. *And be it further enacted*, That the Secretary of the Navy shall appoint a Board, consisting of not less than three naval officers superior in rank to the officers to be thus appointed in the regular Navy from the volunteer service, which Board, after examination of the claims of all candidates, shall select and report to the Secretary of the Navy the most meritorious in character, ability, professional competency, and honorable service, the number to be appointed and transferred to the several grades mentioned in the second section of this act, *Provided*, they shall find that number who are suitably qualified therefor. And any officer who has served in the volunteer naval service for the term of two years or more shall have the right to appear before the Examining Board and present his claims and be examined for an appointment in the regular Navy; and any volunteer officers attached to vessels at sea or on foreign stations may be appointed to the regular Navy, subject to the conditions contained in this section, after their return to the United States.

All persons who are entitled to examination under the provisions of the foregoing act, and who wish to avail themselves of its privileges, will at once notify the president of the Board, by letter addressed to Hartford, Conn., giving their own post-office address. In due time they will receive from him, in reply, a notification when to present themselves for examination.

Those who fail to report at the time specified for them to do so will forfeit all claim to precedence for examination.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 80.

August 27, 1866.

Wm. Ringgold Cooper, late an acting ensign in the Navy, having been convicted of defrauding the Government of large sums of money, by means of forged papers, will be considered as dishonorably discharged from the service by his arrest for the said offense August 2, 1866.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

September 29, 1866.

On and after the first of November, 1866, the senior surgeon, paymaster, engineer, and marine officer in each squadron shall be recognized and considered respectively as Fleet Surgeon, Fleet Paymaster, Fleet Engineer, and Fleet Marine Officer, and in addition to their regular services as officers of the ship they will discharge the duties required by regulation of fleet officers.

Special fleet officers will not be detailed except when the aggregate number of officers and men attached to a squadron is twenty-five hundred or more, in accordance with paragraph 49, Regulation Circular No. 1.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

November 10, 1866.

A misconstruction having in some quarters been put upon General Order, No. 76, the Department informs commanding officers and others, whose approval to bills for funeral expenses is necessary, that it was not designed to change previously existing regulations in any other way than by fixing a *limit* (to correct a growing tendency to extravagance) beyond which funeral expenses would be disallowed. "Whenever it shall become *necessary* for the Government to defray the funeral expenses of an officer of the Navy or Marine Corps," is not to be understood as changing the regulation prohibiting an allowance for such expenses "when the deceased has left *effects sufficient to satisfy them.*"

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 81.

November 21, 1866.

Whenever any one representing himself to be the father presents a boy, he being a minor, for enlistment as a naval apprentice or for the general naval service, he shall be required by the shipping officer to give a certificate of his consent to the enlistment of the said boy for the prescribed period of time, and in accordance with the terms of the enlistment regulations; and also to take and subscribe to an oath that he is the father of the boy thus presented.

In case a woman presents a boy, being a minor, for enlistment as above, and represents herself to be the mother of said boy, and that the father is not living, she shall be required to take and subscribe to an oath that she is the mother of said boy, and that the father is not living, in addition to the certificate of consent as required in the case of a father.

In case a person representing himself to be the guardian presents a minor for enlistment in the naval service, he shall be required to take and subscribe to an oath that he is the legally appointed guardian of said minor, and that the said minor has no other guardian, and that neither the father nor the mother of the minor presented by him is living, in addition to the certificate of consent required in the cases above of a father or mother.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

December 8, 1866.

The designation of persons serving as surgeons' stewards is changed to that of apothecary, and they will be appointed for duty in the medical department of the Navy, ashore and afloat, in the same manner as surgeons' stewards have heretofore been appointed.

Apothecaries of the first class will rank with boatswains, and will receive \$750 per annum, except at the navy yard, Mare Island, California, where they will receive the same sum as is now allowed surgeons' stewards on that station.

Apothecaries of the second class will rank with boatswain's mates in charge, and will receive \$40 per month.

Apothecaries of the third class will rank with boatswain's mates, and will receive \$30 per month.

Apothecaries of the first class will be assigned to naval hospitals, navy yards, and receiving ships.

Apothecaries of the second class will be assigned to vessels of 1st and 2d rates.

Apothecaries of the third class will be assigned to vessels of 3d and 4th rates.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR LETTER.

December 11, 1866.

Commandants of navy yards and stations will see that naval officers attached to their commands attend personally to the duty to which they are assigned, and, except when given leave by competent authority, are at their respective posts daily during office hours as established by the commandant. Commandants of yards and stations will report without delay the names of those now under their command whose duties are nominal and can be dispensed with.

Commandants will also establish hours for clerks and writers.

GIDEON WELLES,
Secretary of the Navy.

To Commandants of Navy Yards.

GENERAL ORDER, No. 82.

February 23, 1867.

Medals of honor are awarded to the following-named seamen, who have distinguished themselves by gallant and meritorious acts, viz:

Henry Johnson, seaman, U. S. S. *Metacomet*, who was one of the boat's crew which—during a heavy fire from the enemy—in charge of Acting Ensign H. C. Nields, went to the rescue of the officers and crew of the U. S. monitor *Tecumseh* when that vessel was sunk by a torpedo in passing the forts in Mobile Bay, August 5, 1864.

John Robinson, captain of the hold, U. S. S. *Yucca*, who, with Acting Ensign James H. Bunting, during the heavy gale which occurred in Pensacola Bay, on the night of January 19, 1867, swam ashore with a line for the purpose of sending off a blow-cock, which would facilitate getting up steam and prevent the vessel from stranding, thus voluntarily periling his life to save the vessel and the lives of others.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

March 14, 1867.

SIR: Congress having required the Department, by an act approved March 2, 1867, entitled "An act for the relief of certain contractors for the construction of vessels-of-war and steam machinery" (a copy of which is annexed), to ascertain and report certain information relative to claims for increased cost in the construction of war vessels and steam machinery, you are desired, if you come within the provisions of the act, to furnish, in writing, information upon the following points:

1. Name of contractor.
 2. Date of contract, contract date for completion, and date when actually completed.
 3. Name of vessel built, or vessel for which machinery was constructed.
 4. Contract price.
 5. Total amount received, for extra work and alterations.
 6. A particular statement of any "changes or alterations in the plans and specifications.
 7. Copies of all orders requiring such changes or alterations.
 8. The cost necessarily incurred in making such changes or alterations.
 9. The amount received from the Department in payment for such changes or alterations.
 10. A full statement of "delays in the prosecution of the work occasioned by the Government, which were not provided for in the contract," and how such delays were occasioned.
 11. How long the changes or alterations delayed the completion of the work provided for in the contract, giving the necessary dates.
 12. A particular statement of the increased cost of labor, during such prolonged time for completing the work required in the original contract, giving the number of days' work by different classes of workmen, the cost of labor when such work would have been done but for the delays, and the amount actually paid for said labor.
 13. A particular statement of the material required by reason of changes or delays, which could not have been avoided by the exercise of ordinary prudence and diligence on the part of the contractor, the portion of the vessel or engine for which such material was required, the cost at the time it would have been purchased and its actual cost, giving dates.
 14. A bill in form, embracing only those items, clearly and succinctly stated, upon which your claim is founded, with the amount claimed affixed to each item.
- Copies of all letters or orders of the officer directing changes, alterations, or delays, and the price of material and labor at different periods embraced in the time covered by each, should be given, with a reference, if possible, to authorities upon these points.

The statement herein called for is required on or before the 1st of June next, and contractors who make no claim under the act are desired to notify the Department.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR RELATIVE TO DUTIES OF BUREAUS.

July 1, 1867.

Bureau of Yards and Docks.

The duties of the Bureau of Yards and Docks shall comprise all that relates to the construction and maintenance of all docks, slips, wharves, piers, quay walls, and buildings of all kinds, for whatever purpose needed, within the limits of the navy

yards: but not of hospitals and magazines outside of those limits, nor of buildings for which it does not estimate. It shall prepare the plans and make the estimates for the above constructions, in consultation with the chief of the Bureau for whose use they are designed as to their internal arrangements and location in the yard.

It shall be charged with the purchase, sale, and transfer of all land and buildings connected with the navy yards.

It shall have under its sole control the general administration of the navy yards, and shall provide all the water and gas for all the buildings and for whatever other purposes they may be needed, and all the fuel, except what is to be furnished by the other bureaus.

It shall provide all landings, derricks, sheers, cranes, sewers, dredging, railway tracks, cars and wheels, trucks, grading, paving, walks, shade-trees, enclosure walls and fences, ditching, reservoirs, cisterns, fire-engines and apparatus, and all things necessary, including labor, for the cleaning of the yards and the protection of the public property.

It shall have under its sole control the business of the commandant's office and of the accountant's office, including the employment of clerks, messengers, and laborers; and it shall furnish all the stationery, blank books and forms, and pay all the expenses of those offices.

It shall furnish the oxen, horses, and hired teams required for all the purposes of the yard, the subsistence and care for the same, and the necessary teamsters.

It shall determine upon and furnish all the tools, stores, materials, means and appliances of every kind used for its purposes, including fuel, and transport, erect, and repair the same.

It shall make all contracts for and superintend all work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of its materials, and the pay, organization, and mustering of the labor, including writers and draughtsmen at the yards, masters, workmen, and laborers, paid from its funds, and connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Bureau of Equipment and Recruiting.

The duties of the Bureau of Equipment and Recruiting shall comprise all that relates to the recruiting and estimating for the pay of all seamen, ordinary seamen, landsmen, and boys for the general service, and to the equipment of all vessels in commission with rigging, blocks, sails, anchors and cables, fuel, and yeoman's stores not provided by other Bureaus, and to the furnishing of all vessels with fuel for all purposes.

It shall have under its sole control all rendezvous and receiving ships, and it shall provide transportation for all enlisted persons.

It shall have under its sole control the ropewalks, and the shops for making anchors and cables, rigging, blocks and sails, galleys and cooking utensils.

It shall design the various shops and buildings where its work is executed, so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the constructing and repairing of these shops and buildings shall not be done by the Bureau of Equipment and Recruiting, nor shall the cost thereof be defrayed by it.

It shall determine upon and furnish all the tools, stores, stationery, blank books and forms used in the equipping and recruiting department, materials, means and appliances of every kind used in its buildings and shops, and transport, erect, and repair the same. It shall also furnish all the fuel, wood and coal, used for all purposes on board of all vessels.

It shall make all contracts for and superintend all the work done under it.

It shall have under its sole control the reception, inspection, storing, and preservation of all its materials, and the pay, organization, and mustering of the labor, including writers, masters, workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Bureau of Navigation.

The duties of the Bureau of Navigation shall comprise all that relates to the Naval Academy, Naval Observatory, Nautical Almanac, Hydrographic Office, and the naval apprentice system.

It shall furnish navigation supplies and stores of all kinds, including charts, nautical and navigating instruments and books, sailing directions and instructions, stationery and blank books for commanding and navigating officers ashore and afloat, libraries, binnacles, flags, signals, signal lights, running lights, and standing lights on board vessels, logs, leads, lines, and glasses, log-books, illuminating oil for all purposes, except what is used in the engineer department of steamers.

It will pay for the local pilotage of all vessels in commission; and it will estimate for the pay and transportation of the officers of the Navy.

It shall have the sole control of the apartments assigned for its purposes and for the use of the navigation officers in the yards and stations, and it will provide the instruments, furniture, writers, draughtsmen, messengers, and laborers for the same.

It shall be charged with the collection of foreign surveys, publication of charts, sailing directions, and nautical works, and the dissemination of nautical and hydrographical information to the Navy and mercantile marine.

It shall determine upon and furnish all the stores, materials, instruments, means and appliances of every kind used for its purposes, and shall have under its sole control their inspection, storing, and preservation.

It shall design, erect, and maintain all the buildings at the Naval Academy, the Observatory, and elsewhere not within navy yards, that may be needed for its purposes; and it shall be charged with the purchase, sale, and transfer of all land and buildings in connection therewith.

It shall provide all the tools, shops, machinery, means and appliances needed for educational purposes at the Naval Academy, and all things necessary, including labor, for the proper protection of the public property at the Academy and Observatory.

It shall make all contracts for and superintend all the work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including writers, calculators, and draughtsmen, masters, workmen, and laborers connected with it and used entirely for its purposes.

All reports, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Bureau of Ordnance.

The duties of the Bureau of Ordnance shall comprise all that relates to magazines and to the manufacture and use of ordnance and ammunition, to the storing and preservation of the same, and to the mounting of the ordnance on board vessels.

It shall design the various shops and buildings at the navy yards where its work is executed so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the construction and repairing of those shops and buildings shall not be done by the Bureau of Ordnance, nor shall the cost thereof be defrayed by it.

It shall design, erect, and maintain all the shops and buildings constructed for its purposes outside the limits of navy yards, and for which it may have estimated; and it shall be charged with the purchase, sale, and transfer of all land and buildings in connection therewith, and with the preservation of the public property under its control.

It shall determine upon and furnish all the tools, stores, stationery, blank books and forms, materials, means and appliances of every kind used in its shops, including fuel, and transport, erect, and repair the same.

It shall make all contracts for and superintend all the work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including writers and draughtsmen, masters, workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Bureau of Construction and Repair.

The duties of the Bureau of Construction and Repair shall comprise all that relates to designing, building, fitting, and repairing the wood or iron hulls of vessels, the armor plating, turrets, spars, boats, tanks, ballast, casks, furniture, and sea stores of the kind used by it in building vessels.

It shall design the slips and the various buildings and shops where its work is executed so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same, including drydocks; but the constructing and repairing of these buildings, slips, and docks shall not be done by the Bureau of Construction and Repair, nor shall the cost thereof be defrayed by it.

It shall determine upon and furnish all the tools, stores, stationery, books and forms required in the constructor's department, materials, means and appliances of every kind used in its buildings and shops, including fuel, and transport, erect, and repair the same.

It shall make all contracts for and superintend all the work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including writers and draughtsmen at the yards and stations, masters, workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall have the sole control of the vessels in ordinary and under repair, and of mooring, docking, and transporting them, including the persons having the care of them.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Bureau of Steam Engineering.

The duties of the Bureau of Steam Engineering shall comprise all that relates to the designing, building, fitting out, repairing, and engineering of the steam machinery used in naval vessels.

It shall design the various shops at the navy yards and stations where the work is executed so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the construction and repairing of these shops shall not be done by the Bureau of Steam Engineering, nor shall the cost thereof be defrayed by it.

It shall determine upon and furnish all the tools, stores, stationery, blank books and forms used in the engineer department, materials, means and appliances of every kind used in its shops, including fuel, and on board vessels, excluding fuel, and transport, erect, and repair the same.

It shall make all the contracts for and superintend all the work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including writers and draughtsmen at the yards and stations, masters, workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Bureau of Provisions and Clothing.

The duties of the Bureau of Provisions and Clothing shall comprise all that relates to supplying the Navy with provisions, clothing, small stores, water, and contingent stores in the paymaster's department.

It shall design the various buildings and shops at the navy yards where its work is executed so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the construction and repairing of those buildings and shops shall not be done by the Bureau of Provisions and Clothing, nor shall the cost thereof be defrayed by it.

It shall determine upon and furnish all the tools, stores, stationery, blank books and forms used in pay and provisions department, materials, means and appliances of every kind used in its shops; and on board vessels it shall furnish all the stores connected with the paymaster's department, including potable water, other than that which is supplied by the distilling apparatus attached to the machinery of steamers.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including writers, masters, workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, accounts, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Bureau of Medicine and Surgery.

The duties of the Bureau of Medicine and Surgery shall comprise all that relates to laboratories, naval hospitals, and dispensaries.

It shall furnish all the supplies, medicines, and instruments required in the medical department of the navy.

It shall have the sole control of all buildings erected for its purposes.

It shall determine upon and furnish all the stores, stationery, blank books and forms used in the medical and hospital departments, materials, instruments, means and appliances of every kind used for its purposes; and shall have under its sole control their inspection, storing, transportation, and preparation.

It shall design, erect, and maintain all the buildings constructed for its purposes outside the limits of the navy yards and for which it may have estimated; and it shall be charged with the purchase, sale, and transfer of all land and buildings in connection therewith, and with the preservation of the public property under its control.

It shall design the various buildings erected within navy yards for its purposes so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the construction and repairing of these buildings shall not be done by the Bureau of Medicine and Surgery, nor shall the cost thereof be defrayed by it.

It shall have under its sole control the pay, organization, and mustering of the labor of all kinds connected with it and used entirely for its purposes.

It shall make all contracts for and superintend all the work done under it.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out the duties as above defined.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

July 6, 1867.

Hereafter, when the Bureaus have property to be sold at auction they will direct the commandants of the navy yards to employ a licensed auctioneer.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

To Chiefs of Bureaus.

U. S. NAVY REGULATION CIRCULAR, No. 6.

July 20, 1867.

The following alterations and additions are hereby made to the Regulations published for the government of all persons attached to the United States naval service, under date of April 18, 1865, and will be obeyed accordingly.

Every person subject to the control of the Navy Department will preserve this circular in his Book of Regulations.

1. First and second assistant engineers, being now commissioned, are no longer regarded as steerage officers. For want of sufficient ward-room accommodations, they will room and mess in conformity with existing regulations, but they are entitled to all other privileges of commissioned officers, with whom they have relative rank.

2. The shoulder strap of an ensign will be a silver foul anchor in the center, with a silver cord one-eighth of an inch in diameter, extending across the field of the strap one-eighth of an inch from each end.

3. Midshipmen, after graduation, will wear a silver foul anchor in the center of the strap.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

September 1, 1867.

The designation of persons serving as "paymasters' stewards" is changed to that of "paymasters' writers," and they will be selected for duty in the Pay Department of the Navy, ashore and afloat, in the same manner as paymasters' stewards have heretofore been selected.

Paymasters' writers of the 1st class will rank with boatswains, and will receive \$750 per annum.

Paymasters' writers of the 2d class will rank with boatswains' mates in charge, and will receive \$40 per month.

Paymasters' writers of the 3d class will rank with boatswains' mates, and will receive \$33 per month.

Paymasters' writers of the 1st class will be allowed to navy yards, receiving ships, and the Naval Academy.

Paymasters' writers of the 2d class will be allowed to vessels of 1st and 2d rates, to storeships, and to 3d and 4th rates where no paymasters' clerk is allowed.

Paymasters' writers of the 3d class will be allowed to vessels of 3d and 4th rates, where paymasters' clerks are allowed.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, NO. 83.

September 10, 1867.

A proclamation issued by the President on the third day of September, 1867, is, by his direction, herewith transmitted, warning all persons against obstructing or hindering, in any manner, the faithful execution of the constitution and the laws, and enjoining and commanding all officers of the Government, civil and military, to render due submission to the laws and to the judgments and decrees of the courts of the United States, and to give all the aid in their power necessary to the prompt enforcement of such laws, decrees, judgments, and processes; and especially enjoining upon the officers of the Army and Navy to assist and maintain the courts, and other civil authorities of the United States, in a faithful administration of the laws.

The orders and requirements of the proclamation, and the exhortation of the President to all well-disposed citizens to testify their devotion to their country, their pride in its prosperity and greatness, and their determination to uphold its free institutions by a hearty co-operation in the efforts of the Government to sustain the authority of the law, to maintain the supremacy of the Federal Constitution, and to preserve unimpaired the integrity of the National Union, will, the Department feels confident, command the earnest support and receive a willing and hearty response from every one connected with the Department and the naval service.

GIDEON WELLES,

Secretary of the Navy.

BY THE PRESIDENT OF THE UNITED STATES.

A PROCLAMATION.

WHEREAS, by the Constitution of the United States, the executive power is vested in a President of the United States of America, who is bound by solemn oath faithfully to execute the office of President, and to the best of his ability to preserve, protect, and defend the Constitution of the United States; and is by the same instrument made Commander-in-Chief of the Army and Navy of the United States, and is required to take care that the laws be faithfully executed;

AND WHEREAS, by the same constitution, it is provided that the said constitution and the laws of the United States which shall be made in pursuance thereof shall be the supreme law of the land, and the judges in every State shall be bound thereby;

AND WHEREAS in and by the same constitution the judicial power of the United States is vested in one Supreme Court and in such inferior courts as Congress may from time to time ordain and establish, and the aforesaid judicial power is declared to extend to all cases in law and equity arising under the constitution, the laws of the United States, and the treaties which shall be made under their authority;

AND WHEREAS all officers, civil and military, are bound by oath that they will support and defend the constitution against all enemies, foreign and domestic, and will bear true faith and allegiance to the same;

AND WHEREAS all officers of the Army and Navy of the United States, in accepting their commissions under the laws of Congress and the rules and articles of war, incur an obligation to observe, obey, and follow such directions as they shall from time to time receive from the President or the General, or other superior officers set over them, according to the rules and discipline of war;

AND WHEREAS it is provided by law that whenever, by reason of unlawful obstructions, combinations, or assemblages of persons, or rebellion against the authority of the Government of the United States, it shall become impracticable in the judgment of the President of the United States to enforce, by the ordinary course of judicial proceedings, the laws of the United States within any State or Territory, the Executive in that case is authorized and required to secure their faithful execution by the employment of the land and naval forces;

AND WHEREAS impediments and obstructions, serious in their character, have recently been interposed in the States of North Carolina and South Carolina, hindering and preventing for a time a proper enforcement there of the laws of the United States, and of the judgments and decrees of a lawful court thereof, in disregard of the command of the President of the United States;

AND WHEREAS reasonable and well-founded apprehensions exist that such ill-advised and unlawful proceedings may be again attempted there and elsewhere:

Now, THEREFORE, I, ANDREW JOHNSON, President of the United States, do hereby warn all persons against obstructing or hindering in any manner whatsoever the faithful execution of the constitution and the laws; and I do solemnly enjoin and command all officers of the Government, civil and military, to render due submission and obedience to said laws, and to the judgments and decrees of the courts of the United States, and to give all the aid in their power necessary to the prompt enforcement and execution of such laws, decrees, judgments, and processes.

And I do hereby enjoin upon the officers of the Army and Navy to assist and sustain the courts and other civil authorities of the United States in a faithful administration of the laws thereof, and in the judgments, decrees, mandates, and processes of the courts of the United States; and I call upon all good and well-disposed citizens of the United States to remember that upon the said constitution and laws, and upon the judgment, decrees, and processes of the courts made in accordance with the same, depend the protection of the lives, liberty, property, and happiness of the people. And I exhort them everywhere to testify their devotion to their country, their pride in its prosperity and greatness, and their determination to uphold its free institutions by a hearty co-operation in the efforts of the Government to sustain the authority of the law, to maintain the supremacy of the Federal Constitution, and to preserve unimpaired the integrity of the National Union.

In testimony whereof, I have caused the seal of the United States to be affixed to these presents, and sign the same with my hand.

Done at the city of Washington the third day of September, in the year one thousand eight hundred and sixty-seven.

[L. S.]

ANDREW JOHNSON.

BY THE PRESIDENT:

WILLIAM H. SEWARD,
Secretary of State.

GENERAL ORDER, No. 84.

October 3, 1867.

Medals of honor are awarded to the following-named persons who have performed signal acts of valor in the naval service:

Charles H. Weeks, captain foretop, U. S. S. *Susquehanna*. On the 21st of September, 1864, the U. S. S. *Montauk*, then off Charleston, was discovered to be on fire in the magazine light-room, on which occasion *Chas. H. Weeks*, who was master-at-arms of the vessel, displayed great presence of mind and rendered valuable services in extinguishing the fire.

Thomas Kane, captain of the hold, U. S. S. *Nereus*, who, on the occasion of the assault on Fort Fisher, January 15, 1865, behaved with conspicuous gallantry, having, under a heavy fire of musketry, carried on his back a wounded messmate to a place of safety, and fearlessly exposed himself in assisting other wounded comrades whose lives were endangered.

Frank du Moulin, apprentice, U. S. S. *Sabine*, who, on the 5th of September, 1867, jumped overboard and saved from drowning apprentice D'Orsay, who had fallen from the mizzen topmast rigging of the *Sabine*, in New London Harbor, and was rendered helpless by striking the mizzen rigging and boat-davit in the fall.

GIDEON WELLES,

Secretary of the Navy.

GENERAL ORDER. No. 85.

October 11, 1867.

At a Naval General Court-Martial, convened on the 2d instant at the navy yard, Portsmouth, N. H., Second Assistant Engineer *George F. Sawyer*, of the Navy, was tried on the following charge and specification:

CHARGE.—“Using language disrespectful to the President of the United States.”

Specification.—“In this: that on or about the eleventh day of September, eighteen hundred and sixty-seven, on board the U. S. steamer *Emerald*, at Portsmouth, New Hampshire, the said Second Assistant Engineer *George F. Sawyer*, U. S. Navy, in the presence of officers of the Navy, and others, used language disrespectful to the President of the United States, declaring that the President had violated his pledges to the people and ought to be impeached.”

Of which charge the accused was found guilty and sentenced by the Court: “To be suspended from rank and duty for the period of one year, and to be placed upon half of ‘Waiting Orders’ pay during that time, and to be publicly reprimanded by the Honorable Secretary of the Navy.”

The finding and sentence of the Court are approved, and Second Assistant Engineer *George F. Sawyer* will accordingly be suspended for the period of one year from this date on half of “Waiting Orders” pay.

In carrying into execution that part of the sentence which requires that Second Assistant Engineer *Sawyer* be publicly reprimanded, the Department hereby admonishes that officer that the punishment awarded by the Court in his case must be regarded as lenient. An officer who is so grossly ignorant as not to know that

the President is Commander-in-Chief of the Army and Navy, or who is so insubordinate in spirit that he will not hesitate to denounce and treat with disrespect the Chief Magistrate, or any superior officer, however exalted in rank, is not only wanting in the qualities of a gentleman, but is wholly unfit for military service. Whatever latitude of denunciation or abuse civilians may choose to indulge in with regard to the authorities of government, officers of the Navy can claim no such privilege, even under the plea that they have a right to express their opinions on political subjects. Such license is utterly incompatible with the existence of military discipline, and at the same time is unnecessary to the most perfect freedom of opinion either in politics or religion. A naval officer should be a gentleman in language and deportment. Good sense and good breeding will always enable any individual to express his opinions without giving just cause of offense, and the officer who cannot do so is as much deficient in those qualities as he is in a sense of military duty when he treats his superior with disrespect.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

December 30, 1867.

Officers of the Navy and Marine Corps, in the city of Washington, are notified to assemble at the Navy Department at 11 A. M. on Wednesday, January 1st, 1868, and thence proceed to pay their respects to the President of the United States. Officers will appear in full dress-uniform for official visits on shore.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 86.

February 10, 1868.

At a Naval General Court-Martial, convened at the navy yard at New York, January 3, 1868, Captain *Napoleon Collins*, of the Navy, was tried upon the following charge and specification:

CHARGE.—“Suffering a vessel of the Navy to be run upon a shoal through inattention.”

Specification.—“In this: that on or about the nineteenth day of June, eighteen hundred and sixty-seven, the said Captain *Napoleon Collins*, of the U. S. Navy, being then in command of the U. S. S. *Sacramento*, did, through inattention, suffer the said vessel to be run upon a shoal at the mouth of the Kathapalam river, coast of Coromandel, and wrecked.”

Of which charge and specification he was found guilty, and sentenced as follows: “To be suspended for the term of three years from rank and duty, during which period of time he shall receive only the pay of officers of the grade of captain on the retired list, and his suspension from rank shall only affect his promotion to a higher grade; and to be publicly reprimanded by the Honorable Secretary of the Navy.”

At the same Court Lieutenant Commander *George M. Bache*, of the Navy, was tried upon the following charge and specification:

CHARGE.—“Suffering a vessel of the Navy to be run upon a shoal through inattention.”

Specification.—“In this: that on or about the nineteenth day of June, eighteen hundred and sixty-seven, the said Lieutenant Commander *Geo. M. Bache*, of the U. S. Navy, being then attached to the U. S. S. *Sacramento* as navigating officer, did, through inattention, suffer the said vessel to be run upon a shoal at the mouth of the Kathapalam river, coast of Coromandel, and wrecked.”

Of which charge and specification he was found guilty, and sentenced as follows: “To be suspended from duty, on the retired pay of his grade, for the term of one year, and to be publicly reprimanded by the Honorable Secretary of the Navy.”

The findings and sentences of the Court in these cases are approved. Captain *Napoleon Collins* and Lieutenant Commander *George M. Bache* will be considered as suspended, from this date, in conformity with their respective sentences.

The Department finds in these, as in most cases, some difficulty in carrying into execution that part of the judgment of the Court which requires a public reprimand to be administered. To an officer jealous of his reputation, and desirous of preserving an unspotted official record, conviction and sentence by a court-martial are a sufficient reprimand and a permanent admonition; and the Department has no doubt that this will be the case with the officers whose names it regrets to promulgate in this General Order. Their official standing has been high and their patriotism well tested.

The Department must avail itself of this occasion to correct an erroneous impression, which, it would appear, by the line of defense adopted in behalf of one of these officers, is entertained as to the responsibility of commanding and navigating officers.

If public property to a large amount is lost, and the lives of a numerous crew are placed in imminent jeopardy while under the care of officers whose special duty it is to guard them from danger, and who are well compensated for the discharge of this duty, the Department, as well as the public, will cast upon these officers the burden of proving that the loss did not occur from any negligence on their part, and they will not be permitted by a military court to profit by the technical pleas and quibbles which have been worn out in the service of petty criminals before the lowest civil courts.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

February 27, 1868.

A clerical error having occurred in the *pay-table* prefixed to the Navy Register for 1868, in stating the *retired* pay of *engineers*, paymasters will take notice that the retired pay of 1st and 2d assistant engineers not retired on furlough pay is one-half of the sea pay of their respective grades.

GIDEON WELLES,
Secretary of the Navy.

REGULATIONS FOR THE ADMISSION OF APPRENTICES TO THE NAVY YARDS OF THE UNITED STATES.

July 15, 1868.

Hereafter the following rules will govern the employment of apprentices in the navy yards:

Applicants must be over 15 and under 17 years of age. They must furnish the commandant of the navy yard with satisfactory evidence of good character, and with a certificate from the medical officer of the navy yard that they are physically able to perform the labor of the trade to which they are to be apprenticed.

As a general rule preference will be given to the children of master workmen, quartermen, and mechanics, who have faithfully served in navy yards, and of seamen, in the order named.

The commandant of the navy yard will appoint a board, to assemble on the 1st of January and 1st of July of each year, composed of a commissioned naval officer, the chief of the respective department, his assistant, and two master workmen or foremen, to examine all apprentices and applicants.

The board will report on the character, aptness for any particular trade, and general merits of each applicant, who must be able to read, write legibly, and operate the first four rules of arithmetic. Only applicants enough to fill the vacancies will be reported for appointment, and they will be those whom the board consider the most competent.

Each apprentice will be examined semi-annually as to his proficiency and improvement, and may be required to solve problems or perform pieces of work by and in the presence of the board. The apprentices who have been idle, or who have not made a reasonable improvement since their last examination, will be reported for dismissal. Apprentices shall be subject to dismissal at any time by the Secretary of the Navy.

The report of the board will be transmitted to the Bureau for the action of the Department.

A record will be kept in the office of the commandant of each yard, in which will be recorded the dates of all appointments and dismissals, the ages, the reports of character, and other matters relating to apprentices, which record will be open to the board of examiners.

No person in the employment of the Government shall receive any part of an apprentice's wages, or any gratuity for or on account of him; but the wages will be paid over to the parent or guardian, as may be determined by the commandant of the yard.

All necessary tools which it is usual for mechanics to furnish shall be supplied by the parent or guardian; failing in which, the chiefs of the respective departments will see that they are provided, and their cost deducted from the wages of the apprentice.

The wages of an apprentice until he shall arrive at the age of 17 years will be $\frac{2}{10}$, for the next year $\frac{3}{10}$, for the next $\frac{4}{10}$, for the next $\frac{5}{10}$, and for the last year $\frac{6}{10}$ of the rate of wages paid to the first-class journeymen workmen of the department in which he serves. The pay clerk shall have access to the apprentice book to ascertain the rate of wages to be allowed.

The master workmen, or others in charge of apprentices, will report their conduct and progress monthly, in writing, to the chiefs of the respective departments, who will forward the reports to the commandant, with such remarks as they think necessary.

Whenever work shall be suspended the apprentices shall be discontinued, unless otherwise ordered by the chief of the proper Bureau. Upon the renewal of work, they shall be continued on the same terms, except that they will receive no pay during absence.

All complaints about apprentices shall be at once examined by the commandant, and such measures shall be taken as he may deem proper, only reporting to the proper Bureau if, in his opinion, the case requires dismissal or the action of the Department.

At the expiration of apprenticeship, or at the next succeeding examination, the apprentices who pass a satisfactory examination by the board shall receive certificates stating that they have served their full time, and also their good conduct and proficiency, signed by the commandant of the station and the chiefs of the respective departments, and countersigned by the chief of the proper Bureau. These certificates shall entitle the holders to preference over other applicants equally qualified for employment or promotion at the several navy yards, according to their merits at the time their services shall be required.

The number of apprentices to be allowed will be determined from time to time by the Secretary of the Navy.

JOHN LENTHALL, *Chief of Bureau of Construction and Repairs.*

M. SMITH, *Chief of Bureau of Equipment and Recruiting.*

B. F. ISHERWOOD, *Chief of Bureau of Steam Engineering.*

Approved:

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR LETTER.

July 29, 1868.

SIR: Whenever it becomes necessary for a chief of a Bureau to be absent, he will notify the Department in season to have provision made for discharging his duties, in accordance with a recently-enacted law.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

To Chiefs of Bureaus.

GENERAL ORDER, No. 87.

September 7, 1868.

Chief Engineer Mortimer Kellogg has been reported to the Department for the following offenses, committed by him while attached as chief engineer to the U. S. steamer *De Soto*:

1st. On the 28th of May, 1868, refusing to obey an order given to him by the executive officer of the *De Soto*.

2d. On the 5th of July, 1868, depriving Midshipman J. N. Hemphill of the command of the ship's dingy and assuming command himself.

3d. On the 14th of July, 1868, hailing a boat from the quarter-deck, in the presence of the officer of the deck, after the latter had refused to hail the boat.

These offenses appear to have been deliberately committed by Chief Engineer Kellogg under the impression that his seniority of rank entitled him to disregard the authority of any junior officer, whether of the line or staff; and the Department would have no hesitation in directing his trial by a court-martial but for the consideration that the judgment of the court in a case of this character might not be regarded as altogether impartial, and the consideration, also, that many staff officers may not be well informed of the extent of the privileges accruing from their relative rank.

A little reflection will suggest to any intelligent staff officer that his rank must necessarily be merely assimilated; that the line and staff officers receive a distinct training and education, qualifying them for distinct duties, and that a surgeon, paymaster, or engineer is no more expected to direct the movements of a ship of war, discipline her men, or manage her batteries or appurtenances, than the commander, executive officer, or any line officer could be expected to perform the duties of a surgeon or paymaster.

The law on each occasion of granting assimilated rank has carefully provided that such rank "confers no authority to exercise command;" and the Navy Regulations specify distinctly the only circumstances under which line and staff officers will take precedence according to relative rank. The privileges of assimilated rank have been extended by the Department as far as it can be done with due regard to discipline and efficiency; and it is to be regretted that the result of these concessions is a disposition, in any quarter, to grasp at or insist on further privileges.

This disposition cannot be encouraged by the Department, and, after this admonition, there will be no hesitation in subjecting such cases as this of Chief Engineer Kellogg to the action of a court-martial.

GIDEON WELLES,
Secretary of the Navy.

CIRCULAR.

January 25, 1869.

Officers of the Navy who are ordered to report to a board of examining officers, in pursuance of the act of April 21, 1864, for examination as to their mental, moral, and professional fitness to perform all their duties at sea in a higher grade, are informed that such examining boards are instructed by the Department to be governed in their decision not merely by the evidence or testimonials presented to them, but are to ascertain the fitness of the candidate for promotion by a rigorous personal examination, particularly as to his professional knowledge and qualifications.

GIDEON WELLES,
Secretary of the Navy.

GENERAL ORDER, No. 88.

March 10, 1869.

Commanding officers hereafter, before approving requisitions upon this Department for money, will—

First. Inform themselves fully of the amount of funds already in the hands of the officer making the requisition.

Second. Ascertain definitely the objects for which additional funds are required, and in no case append their approval unless fully satisfied the interests of the service require it.

Paymasters are strictly enjoined to limit their requisitions on the Department to such amounts as are absolutely necessary for immediate use.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 89.

March 10, 1869.

Commanding and executive officers, ashore and afloat, will take precedence over all staff officers.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDERS, No. 90.

March 11, 1869.

For the present, the following changes will be made in the uniform of the United States Navy:

The full-dress coat of the Admiral will have three strips of gold embroidered white-oak leaves, one inch wide and half an inch apart, on the sleeve, and one strip of the same size and pattern on the collar (as per pattern).

The full-dress sword-belt of the Admiral will be of blue cloth with a small gold cord around the edge, and one strip of gold embroidered white-oak leaves, one-half inch wide, running through the center.

The sling-straps to be of blue cloth with a small gold thread around the edge.

The full-dress coat of the Vice-Admiral will be the same as for the Admiral, except that there will be but two strips of embroidery on the sleeve.

The full-dress coat of a Rear Admiral will be the same as for the Vice-Admiral, except that there will be but one strip of embroidery on the sleeve.

The undress coat of the Admiral will have one strip of gold lace two inches wide around the cuff, with three strips of half-inch gold lace, one-quarter of an inch apart, above (as per pattern).

The undress coat of the Vice-Admiral will be the same as for the Admiral, except that there will be but two strips of half-inch gold lace above the wide lace.

The undress coat of a Rear Admiral will be the same as for a Vice-Admiral, except there will be but one strip of half-inch gold lace above the wide lace.

Captains will wear three strips of half-inch gold lace, one-quarter of an inch apart, on the sleeve of full-dress and undress coats.

Commanders will wear two strips of half-inch gold lace, three-quarters of an inch apart, and one strip of quarter-inch lace between them.

Lieutenant-commanders will wear two strips of half-inch gold lace, one-quarter of an inch apart.

Lieutenants will wear one strip of half-inch gold lace, and one strip of quarter-inch lace one-quarter of an inch above.

Masters will wear one strip of half-inch lace.

Ensigns will wear one strip of quarter-inch lace.

Midshipmen, after graduation, will hereafter be allowed a full-dress double-breasted coat, nine buttons in each row, with a gold cord one-eighth of an inch wide around the sleeve, and an anchor in gold embroidery on each side of the collar, one inch in length (as per pattern).

Midshipmen, at the Naval Academy, will wear a strip of lace one-eighth of an inch wide, around the outer edge of the collar of their parade jackets. Parade jackets will only be worn on Sundays, dress parades, or other occasions of ceremony.

No officer in the Navy below the assimilated rank of lieutenant will wear shoulder-straps, cocked hat, or epaulettes.

In lieu of shoulder-straps, warrant officers shall wear as follows:

Boatswains and gunners, a gold embroidered star on each side of the collar, similar to that worn on the sleeve.

Carpenters and sailmakers will wear a diamond or lozenge embroidered in gold, one and one-eighth inches in extreme length, on each side of the collar.

The cap ornament for all commissioned officers in the Navy will be a silver-shield with two crossed anchors in gold, arranged as per pattern. A gold cord of the same pattern as the one now worn by the midshipmen at the Naval Academy will be worn on the front of the cap by all officers.

Staff officers of assimilated rank will conform to the above regulations.

Medical officers will wear around the sleeve cobalt blue cloth, between the strips of gold lace.

Paymasters will wear around the sleeve white cloth, between the strips of gold lace.

Engineers will wear around the sleeve red cloth, between the strips of gold lace.

Staff officers entitled to but one strip of lace on the sleeve will wear the colored cloth so as to show one-fourth of an inch above and below the strip.

With the above-mentioned exceptions, the uniform of the Navy will remain as heretofore.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 91.

March 11, 1869.

Before an officer takes command of a vessel she must be examined by a board consisting of three line officers of the Navy, who shall report any deficiencies, &c., that may exist.

No ship will carry more than two boat-davits on each quarter.

The boats may be hung double; but if this cannot be done, they must be stowed inboard. When the latter course is impossible, the matter must be brought to the notice of the Department.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 92.

March 11, 1869.

From and after this date the practice of covering the berth-decks of vessels-of-war with shellac will be dispensed with.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 93.

March 11, 1869.

From and after the date of this order the spars of ships-of-war will not be painted yellow as heretofore, and their yards will be painted black.

A return to the old custom is ordered.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 94.

March 11, 1869.

All signs that have been put up in navy yards, indicating the Bureaus to which different departments belong, will be taken down.

Simple signs—such as "Navigation Office" or store, "Ordnance Office" or store, "Steam Office" or stores, "Medical Office" or stores, "Clothing Office," "Office of Docks and Yards," &c., &c.—will be put up in their places.

These offices are not branches of the Bureaus, but are departments of the yards, and are under the entire direction of the commandants.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 95.

March 11, 1869.

Only commanding officers of squadrons, naval stations, and vessels, will be saluted by laying on or tossing oars.

In all other cases junior officers will salute by touching the cap.

All orders conflicting with the above are hereby revoked.

Executive officers represent their commanding officers both on shore and afloat, and all orders that they give are supposed to be by their authority, and must be obeyed by every person under them.

Executive officers on all occasions will take precedence over staff officers.

All orders will go through them unless in cases where commanding officers make exceptions, which exceptions are not to conflict with the discipline of the service.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 96.

March 11, 1869.

Officers who have been acting in the capacity of fleet surgeons, fleet paymasters, or fleet engineers, and have during that time worn the uniform of a higher grade, will cease to wear that uniform when relieved from duty as fleet officers, and will wear the uniform of the grade to which they assimilate in rank.

Commanding officers of stations will see this order enforced.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 97.

March 11, 1869.

Commandants of navy yards will send to the Department copies of all communications from the different Bureaus relating to matters conflicting with their authority or taking from the executive officers any authority naturally devolving on them, or establishing any regulations for the yards which may take from the authority of the line officers of the Navy.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 98.

March 11, 1869.

Orders or directions given by the different Bureaus will be communicated to the commandants of the different navy yards, who will see them executed.

No such communications will be addressed to the officers in charge of navigation, ordnance, medical, clothing, or steam stores, or in charge of works under the Bureau of Yards and Docks.

The commandant of a yard is the responsible person, who will communicate to the different Departments under him the requirements of the Bureaus.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDERS, No. 99.

March 11, 1869.

There seems to be some misconception on the part of commanders of squadrons in relation to the authority to be given to fleet officers.

Commanders of squadrons will give those officers under their command the following directions:

Fleet officers will have no other authority than that conferred by the regulations of the Navy. The fact of their being fleet officers does not entitle them to any extra honors, and they are not to receive the honors paid to the commanders of vessels.

No fleet officer will order any survey, detail officers of his corps for any service, or give any orders that will take them out of their ships, unless with the approbation of the commanding or executive officers.

All honors hitherto paid to fleet surgeons, paymasters, and engineers, due only to commanders of vessels, such as laying on oars, &c., will be discontinued.

No fleet captain, fleet surgeon, fleet paymaster, or fleet engineer, will go on board any vessel of a squadron to make an inspection or examination of any kind without special written orders from the commander of the squadron.

Such orders, when issued by the Commander-in-Chief, must be presented to the commander of the vessel on board which the inspection is to take place.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDERS, No. 100.

March 11, 1869.

The sea-pay of officers of the Navy will commence from the time of their leaving their domiciles to obey their orders.

Officers ordered home from stations abroad will be entitled to sea-pay until they report to the Navy Department.

Officers traveling outside the United States under orders will receive only their actual necessary expenses, to which they will certify on honor to the paymaster or pay agent.

When sent on special or extraordinary service, where special expenses are incurred, the Secretary of the Navy will decide the amount of compensation to be allowed.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDERS, No. 101.

March 11, 1869.

The sentence of Captain Napoleon Collins, who was convicted by a Naval General Court-Martial of "negligence in the performance of his duty, whereby the U. S. S. Sacramento, under his command, was lost," is removed in consequence of the good conduct of Captain Collins during the war of the Rebellion.

The pay of Captain Collins, forfeited by the above-named sentence, will be restored to him.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDERS, No. 102.

March 11, 1869.

The sentence of a Naval General Court-Martial in the case of Lieutenant-Commander George M. Bache, of the United States Navy, who was sentenced "to be suspended from duty, on the retired pay of his grade, for the term of one year, and to be publicly reprimanded by the Honorable Secretary of the Navy," is hereby revoked, on the ground that there is nothing in the record of the proceedings of the Court-Martial to justify the sentence.

So much of Lieutenant-Commander Bache's pay as was stopped by the sentence will be restored to him.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDERS, No. 103.

March 12, 1869.

Paragraph 2, Article IX, "Instructions to Medical Officers of the Navy," is hereby annulled.

Surveys abroad will be ordered by the Commander-in-Chief of the squadron.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 104.

March 13, 1869.

The sentence of a Naval General Court-Martial in the case of Second Assistant Engineer George F. Sawyer, of the United States Navy, who was convicted October 5, 1867, of "using language disrespectful to the President of the United States," and sentenced "to be suspended from rank and duty for the period of one year, and to be placed upon half of waiting orders' pay during that time, and to be publicly reprimanded by the Honorable Secretary of the Navy," is hereby revoked, there being insufficient evidence on the record to sustain the finding of the Court.

So much of the pay as has been stopped against Second Assistant Engineer Sawyer, by the above sentence, will be restored to him.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 105.

March 13, 1869.

Hereafter the North and South Pacific Squadrons will not exist as separate organizations.

The station will be called the Pacific Station and will extend from the northernmost point of the American possessions to Cape Horn.

There will be two squadrons—the Northern and Southern Squadrons—each under command of a commodore and both under the general command of a Rear Admiral commanding the whole station.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, NO. 106.

March 13, 1869.

Communications in regard to matters coming under the cognizance of the different Bureaus should be sent to those Bureaus, and not to the Secretary of the Navy.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, NO. 107.

March 15, 1869.

All midshipmen, before being promoted to ensigns, will be examined at the Naval Academy before the Academic Board.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, NO. 108.

March 15, 1869.

The order giving rank to apothecaries in the Navy is hereby revoked.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, NO. 109.

March 15, 1869.

Hereafter all line officers below the grade of commander will be addressed either by the title of their grade or as Mr.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, NO. 110.

March 17, 1869.

The attention of officers is called to the regulations of the Navy forbidding applications for duty through persons of influence. All such applications must be made *direct* to the Secretary of the Navy, who is supposed to be the best judge of what duty an officer is entitled to, and if made in any other manner will not be attended to.

It is very apparent that an officer who can obtain service through influential friends must have a great advantage over all others, and the least deserving may get the most important duties. Duty will be assigned according to the requirements of the Navy, and those officers will be assigned to service who are known to be most competent to perform it.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, NO. 111.

March 17, 1869.

Officers of the Navy will inform the Department of their actual place of residence.

The object is to ascertain where officers live, so that they may be assigned to duty at points nearest their places of residence, not only as a convenience to themselves, but also to save the Government their traveling expenses when ordered to distant points instead of those near home.

The residence of each officer will be placed in a column of the Navy Register.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, NO. 112.

March 17, 1869.

The sea-service of officers hereafter will be for a period of three years, counting from the day they receive their orders until they are detached on the return of their vessel to the United States.

Commanding officers of squadrons will be careful not to detain vessels on a station longer than the period stated in this order, but must send them home in time to enable the officers and crew to reach their domiciles within the three years.

Officers who have been three years at sea will, on their return, be allowed three years at a shore station.

To make it fair for all, officers will have to take their turns on the different stations.

Those officers now on the Mediterranean station will not be ordered there again until they have performed duty on the coasts of Brazil, China, Pacific, and home squadrons, which will be the line of duty.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 113.

March 18, 1869.

The sentence of a Naval General Court-Martial in the case of Passed Assistant Surgeon H. P. Babcock, of the U. S. Navy, who was convicted, February 7, 1868, of "scandalous conduct, tending to the destruction of good morals," and "disrespect to his superiors," and sentenced "to be suspended from rank and duty for the term of two years, on the retired pay of his grade, and not to be promoted or advanced in his grade during the said term, and to be reprimanded by the Honorable Secretary of the Navy," is hereby revoked.

The above charges were based upon a letter relating to the cruise of the late U. S. S. Sacramento, which was published in the "Army and Navy Journal," at New York, in the month of November, 1867. The letter was private; was not published as written; and there was no disrespect intended.

So much of the pay as has been stopped against Passed Assistant Surgeon Babcock by the above sentence will be restored to him.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDERS, No. 114.

March 22, 1869.

The following order is issued because of frequent irregularities in the proceedings of Courts-Martial forwarded to this Department:

1. The record of each and every case tried by Naval Court-Martial, whether general or summary, must have attached thereto the order convening the Court, or a copy of that order certified by the judge advocate or recorder, and also the original charges and specifications duly signed and approved.

2. In summary as well as in general courts the charges and specifications must be separate and distinct, the charge merely naming the offense (as, for example, *Desertion*), and the specification alleging the particulars of time, place, person, and circumstance, in support of the charge, briefly, but positively and clearly.

3. The party accused may be tried at the same time for more than one offense, but each offense must be separately charged, and each charge must be followed by a separate specification, so that the party accused may be able to plead separately to each charge and specification.

4. In all cases, whether general or summary, the record must state that the accused was furnished with a copy of the charges and specifications at least one day before the trial, and must also state that the charges and specifications were read aloud in the presence and hearing of the accused before he was called on to plead.

5. In all trials, whether by summary or general courts, the accused must be called on to plead; and, if he fail to plead, the judge advocate or recorder will note the fact, and the trial will go forward as if the accused had pleaded not guilty.

6. When the party accused pleads guilty to the whole matter charged and specified, no evidence shall be introduced by the prosecution, except to rebut any evidence offered by the accused in mitigation of sentence.

7. Witnesses for the prosecution shall be interrogated as follows, viz:

- 1st. By the judge advocate or recorder.
- 2d. By the accused or his counsel.
- 3d. By the Court.

Witnesses for the defense shall be examined—

- 1st. By the accused or his counsel.
- 2d. By the judge advocate or recorder.
- 3d. By the Court.

GENERAL ORDER, No. 115.

March 22, 1869.

To relieve commanders of squadrons and stations from the labor of signing, all papers to be forwarded to the different Departments will be endorsed by chiefs of staff or by secretaries.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 116.

March 23, 1869.

I.—At a Naval General Court-Martial convened February 3, 1869, on board the U. S. S. Pensacola, by order of Rear-Admiral T. T. Craven, commanding North Pacific Squadron, *Henry Phillips*, private marine, was tried upon the following charge and specifications:

CHARGE.—“Disobedience of orders.”

Specification 1st—“In this: that the said *Henry Phillips*, private marine serving on board U. S. flag-ship *Pensacola*, on or about January twenty-eighth, one thousand eight hundred and sixty-nine, being ordered by Sergeant William Schaet, of the same vessel, to scrub rammer and sponge handles, did refuse to obey the order.”

Specification 2d—“In this: that the said *Henry Phillips*, private marine, of the U. S. flag-ship *Pensacola*, on or about January twenty-eighth, one thousand eight hundred and sixty-nine, being ordered by Ensign F. Turnbull, officer of the deck, to scrub rammer and sponge handles, did refuse to obey the order.”

Of which charge and specifications he was found guilty, and sentenced as follows: “To be confined at the marine barracks, Mare Island, California, for the term of one year; to wear, during said confinement, a ball weighing eighteen pounds, attached by a chain five feet long to his leg; for the same period to be employed upon the government works at Mare Island, under the proper authority, during the regular working hours; and to suffer loss of all pay during said confinement, amounting to one hundred and ninety-two dollars (\$192.00).”

II.—At the same Court, *Thomas O'Neil*, private marine, was tried upon the following charge and specification:

CHARGE.—“Disobedience of orders.”

Specification—“In this: that the said *Thomas O'Neil*, private marine, being ordered by Sergeant William Schaet to scrub the handles of the rammer and sponge belonging to gun No. 11, did refuse to obey the order, and did, furthermore, say, in the presence of Ensign F. Turnbull, officer of the deck, that he would obey no order of Sergeant Schaet, or words to that effect. All this on board U. S. S. *Pensacola*, on or about January 28, one thousand eight hundred and sixty-nine, all the parties belonging to that vessel.”

Of which charge and specification he was found guilty, and sentenced as follows: “To be confined at the marine barracks, Mare Island, California, for the term of one year; to wear, during said confinement, a ball weighing eighteen pounds, attached by a chain five feet long to his leg; for the same period to be employed upon the government works at Mare Island, under the proper authority, during the regular working hours; and to suffer loss of all pay during said confinement, amounting to one hundred and ninety-two dollars (\$192.00).”

In both of these cases the proceedings are fatally defective, and are, therefore, disapproved and set aside. The accused will be at once returned to duty.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 117.

March 23, 1869.

The strength of the marine guards for the several classes of vessels of the Navy, when in commission for sea service, is hereby established as follows:

RATE OR CLASS.	Captain.	Lieutenant.	Sergeants.	Corporals.	Drummer.	Fifer.	Privates.	Aggregate.
First rate, when flag-ship	1	1	3	4	1	1	40	51
First rate, not flag-ship		1	3	4	1	1	40	50
Second rate, when flag-ship	1	1	3	3	1	1	35	45
Second rate, not flag-ship		1	2	2	1	1	30	37
Third rate		1	2	2			20	25
Fourth rate			1	2			10	13

When a vessel of the first rate is on independent service her marine guard will be of the same strength as if she were a flag-ship.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 118.

March 27, 1869.

At a Naval General Court-Martial, convened at the navy yard at New York, March 11, 1869, Captain *James H. Strong*, of the Navy, was tried on the following charges and specifications:

CHARGE I.—“Suffering a vessel of the Navy, through his negligence, to be stranded.”

Specification: “In this, that on or about the thirtieth day of May, eighteen hundred and sixty-eight, the said Captain *James H. Strong*, U. S. N., being then in command of the U. S. S. *Canandaigua*, did permit an important change to be made in the course of the said vessel by the navigating officer, Lieutenant-Commander E. J. Diehman, without making due examination and inquiry, personally, as to the necessity or propriety of such change of course, whereby the said vessel was stranded near Brindisi, on the coast of Italy.”

CHARGE II.—“Violating a regulation issued by the Secretary of the Navy.”

Specification: “In this, that during his command of the U. S. S. *Canandaigua*, from the first day of April, eighteen hundred and sixty-seven, until on or about the thirteenth day of May, eighteen hundred and sixty-eight, the said Captain *James H. Strong*, U. S. N., did violate paragraph 624 of the Navy Regulations by not keeping a night order book.”

CHARGE III.—“Neglect of duty.”

Specification: “In this, that at the time and place set forth in the preceding specifications, the said Captain *James H. Strong* did neglect his duty in not requiring the lead to be hove while the U. S. S. *Canandaigua* was approaching land.”

Upon which charges and specifications the findings of the Court were as follows:

“Of the specification of the first charge,” “*Not proven.*”

“Of the first charge,” “*Not guilty.*”

“Of the specification of the second charge,” “*Not proven.*”

“Of the second charge,” “*Not guilty.*”

“Of the specification of the third charge,” “*Not proven.*”

“Of the third charge,” “*Not guilty.*”

“And the Court doth therefore *honorably acquit* the said Captain *James H. Strong*, U. S. N., of the charges preferred against him.”

The proceedings and findings of the Court, in this case, are approved.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 119.

March 29, 1869.

General Order No. 100 is so far modified that the sea-pay of officers will commence only when they report for duty on board a sea-going vessel, under the authority of the Department, which is in accordance with the law.

When officers are ordered home in vessels which are not under the authority of the Government they can only receive other-duty pay.

No traveling expenses can exceed ten cents a mile under any circumstances.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 120.

April 1, 1869.

The Attorney General having advised the Department that Congress alone can fix the relative rank of line and staff officers in the Navy, and the only officers whose relative rank has been thus legally established being those below mentioned, the order of March 3, 1863, and the Navy Regulations, Article II, paragraphs six to twenty-eight (both inclusive), are hereby revoked and annulled.

Surgeons of the fleet, paymasters of the fleet, and fleet engineers; and surgeons, paymasters, and chief engineers of more than twelve years, rank with commanders.

Surgeons, paymasters, and chief engineers of less than twelve years, and the secretary of the Admiral, and the secretary of the Vice-Admiral, rank with lieutenants.

Passed assistant surgeons and first assistant engineers rank next after lieutenants. Assistant surgeons, assistant paymasters, and second assistant engineers rank next after masters.

Third assistant engineers rank with midshipmen.

The following is the letter from the Attorney General referred to above.

A. E. BORIE,
Secretary of the Navy.

ATTORNEY GENERAL'S OFFICE,
March 29, 1869.

HON. A. E. BORIE,
Secretary of the Navy.

SIR: I have carefully considered the question presented in your letter of the 26th inst., touching the validity of the regulations adopted by the Secretary of the Navy,

with the approbation of the President of the United States, on the 13th of March, 1863, establishing and increasing the relative rank of staff officers of the Navy.

These regulations, I understand, are alterations or modifications of certain orders of the Secretary of the Navy dated August 31, 1846, May 27, 1847, and January 13, 1857, upon relative rank—to which Congress, by the acts of August 15, 1854 (ch. 268, sec. 4), and March 3, 1859 (ch. 76, sec. 2), gave the force and effect of law. And the authority of the Secretary of the Navy, with the approval of the President, to alter or modify those orders and establish new and different regulations on the subject to which they relate was supposed to be derived from the provision of the fifth section of the act of July 11, 1862 (ch. 164), as follows: "That the orders, regulations, and instructions heretofore issued by the Secretary of the Navy be, and they are hereby, recognized as the Regulations of the Navy Department, subject, however, to such alterations as the Secretary of the Navy may adopt, with the approbation of the President of the United States."

The first question I will consider is whether, by the true construction and effect of this provision, the regulations of the Department establishing the relative rank of certain staff officers of the Navy, which were sanctioned and ratified by the acts of 1851 and 1859, are comprehended by the designation of "orders, regulations, and instructions heretofore issued by the Secretary of the Navy," and, as within that description, subject to alteration at the will and pleasure of the Executive.

The acts of 1854 and 1859, either in terms or in effect, gave to the orders of the Department to which they referred the force and efficiency of law. Until sanctioned and ratified by Congress, those orders were without authority and void as establishing rules and regulations upon a subject-matter which was exclusively of legislative cognizance. When so sanctioned and ratified, as they were by the statutes that have been mentioned, they were placed upon the footing of legislative acts, and were incorporated into the statute law on the subject of the Navy and its organization.

Such being the character and effect given to the orders of the Department under consideration by the acts of 1854 and 1859, nothing less than a statute authorizing the President expressly, or by necessary intendment, to alter the provisions of those orders can be regarded as a sufficient warrant for the exercise of such power. The act of 1862 is not such a statute, as is clearly shown by the commissioners appointed to consolidate the laws in their remarks upon this subject. The orders sanctioned by the acts of 1854 and 1859 passed by the operation of those acts, as I have already intimated, into the form of law. They ceased to be orders or regulations of the Executive, and became laws of Congress. No such general words of description as those employed in the act of 1862, "orders, regulations, and instructions heretofore issued by the Secretary of the Navy," can be fairly or properly treated as comprehending or embracing them. Besides, these orders, regulations, and instructions, mentioned in the 5th section of the act of 1862, are expressly recognized thereby "*as the regulations of the Navy Department.*" The orders of the Secretary of the Navy, which were ratified by the acts of 1854 and 1859, had been previously recognized and established by that legislation as regulations of Congress on the subject of the relative rank of staff officers of the Navy. It cannot be supposed that Congress intended to change entirely the character which it had previously given to those orders, and remove them from the category of laws and place them in that of Executive regulations.

In this view of the subject, the orders sanctioned by the statutes of 1854 and 1857 are altogether without the purview of the 5th section of the act of 1862. But, conceding that, by the terms of that section, the entire body of "orders, regulations, and instructions" theretofore issued and promulgated by the Secretary of the Navy, including those which were within the scope of mere Executive authority, as well as those regulations that had the force and effect of law, as having been expressly sanctioned by Congress or previously sanctioned by legislative authority, were within the contemplation of Congress in enacting this statute, still I think that the provisions which, it is supposed, authorized the regulations of March 13, 1863, was only intended to recognize the power of the President to alter regulations which he was originally competent to adopt and promulgate without the express authority of Congress. No just rule of construction would authorize giving to this provision the force and effect of a general delegation of legislative authority to the Executive, at his pleasure to pass upon and regulate subjects which were, in their own nature, exclusively subjects of legislative cognizance and action, or which Congress had previously fixed by law, and which the regulations thereby recognized had not undertaken to modify or alter.

My opinion, therefore, is that the regulations of March 13, 1863, in so far as they are alterations of the orders of the Secretary of the Navy, to which Congress gave its legislative sanction by the acts of August 5, 1854, ch. 268, sec. 4, and March 3, 1859, ch. 76, sec. 2, are not founded upon valid authority of law. I thus dissent from the opinion of Mr. Attorney General Bates, by whose advice, it appears, these regulations were adopted. (10 Opinions, p. 413.) I find, however, that the attention of

this learned gentleman appears not to have been directed to the orders of 1846, 1847, and 1859, or to the effect of the two statutes which gave them the force and efficiency of law. The question of the proper construction of the act of 1862 was presented to him in an abstract form, before the adoption of the regulations of 1863, and without any suggestion which would naturally lead him to consider the character and effect of the previous orders on the subject of relative rank. It is not surprising, therefore, that he should have come to a conclusion in regard to the effect of the act of 1862 in which I am not able to express my concurrence.

I have the honor to be,

Very respectfully,

Your obedient servant,

E. R. HOAR,

Attorney General.

GENERAL ORDER, No. 121.

April 6, 1869.

Disbursing officers of the Navy, and others having in hand money under the control of the Government, will in future comply with the following instructions relating to money deposits made in designated depositories:

In all cases forward the original certificate of deposit to the Fourth Auditor immediately upon making the deposit, accompanied by full explanations as to the source from which the amount in question was received, and why deposited.

Transmit the duplicate to the Department, retaining the triplicate to file with accounts and to guard against losses.

In cases where paymasters, acting as Navy agents, have received funds on requisitions for payment of particular bills which remain unpaid at the time of their relief, the funds so received will be transferred to their successors, and all other funds in their possession will be deposited to the credit of the Treasurer of the United States.

A. E. BORIE,

Secretary of the Navy.

CIRCULAR.

April 9, 1869.

Hereafter, paymasters are never to secure any passages for officers, unless ordered by the Department.

Officers' traveling expenses will be paid according to General Order, No. 100. In case a passage should be secured it must be with the understanding that the passage is to be canceled should the order be revoked.

Respectfully,

A. E. BORIE,

Secretary of the Navy.

GENERAL ORDER, No. 122.

April 26, 1869.

The title of Fleet Captain is changed to that of Chief of Staff.

A. E. BORIE,

Secretary of the Navy.

GENERAL ORDER, No. 123.

April 27, 1869.

Masters, ensigns, and midshipmen, after graduation will wear, in lieu of shoulder-straps or epaulets, gold-embroidered shoulder-loops, as per patterns. These can also be worn on the undress frock-coat, either on duty or on other occasions. Midshipmen (after graduation) will wear on collar of full-dress coat a cord of the same pattern as that now worn on the jacket, and will dispense with the cord on the jacket. The full-dress sword belts of the different grades below the rank of commodore will be of blue webbing, with gold cord woven in, as per patterns.

A. E. BORIE,

Secretary of the Navy.

CIRCULAR RELATIVE TO DUTIES OF BUREAUS.

May 15, 1869.

Bureau of Ordnance.

The duties of the Bureau of Ordnance shall comprise all that relates to magazines and to the manufacture and use of ordnance and ammunition, to the storing and preservation of the same, and to the mounting of ordnance on board vessels.

It shall design the various shops and buildings at the navy yards where its work is executed so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the construction and repairing of these shops and buildings shall not be done by the Bureau of Ordnance, nor shall the cost thereof be defrayed by it.

It shall design, erect, and maintain all the shops and buildings constructed for its purposes outside the limits of navy yards and for which it may have estimated; and it shall be charged with the purchase, sale, and transfer of all land and buildings in connection therewith, and with the preservation of the public property under its control. It shall determine upon and furnish all the tools, stores, stationery, blank books and forms, materials, means and appliances of every kind used in its shops, including fuel, and transport, erect, and repair the same.

It shall make all contracts for and superintend all the work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including clerks, writers and draughtsmen, masters, workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

Bureau of Equipment and Recruiting.

The duties of the Bureau of Equipment and Recruiting shall comprise all that relates to the recruiting, discharging, and estimating for the pay of all seamen, ordinary seamen, landsmen, and boys, for the general and special service, and to the equipment of all vessels in commission with rigging, sails, anchors, and cables, and yeoman's stores not provided by other bureaus; the furnishing of all vessels with fuel for all purposes, and to the transportation and mooring of vessels in ordinary at navy yards.

It shall have under its sole control all rendezvous and receiving ships, and it shall provide transportation for all enlisted persons.

It shall have under its sole control the ropewalks and the shops for making anchors and cables, rigging, sails, and cooking utensils.

It shall design the various shops and buildings where its work is executed so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the constructing and repairing of these shops and buildings shall not be done by the Bureau of Equipment and Recruiting, nor shall the cost thereof be defrayed by it.

It shall determine upon and furnish all the tools, stores, stationery, blank books and forms used in the equipping and recruiting department, materials, means and appliances of every kind used in its buildings and shops, and erect and repair the same.

It shall make all contracts for and superintend all work done under it.

It shall have under its sole control the reception, inspection, storing, and preservation of all its materials, and the pay, organization, and mustering of the labor, including clerks, writers, messengers, masters, workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

Bureau of Navigation.

The duties of the Bureau of Navigation shall comprise all that relates to the Naval Observatory, Nautical Almanac, and Hydrographic Office.

It shall furnish navigation supplies and stores of all kinds, including charts, nautical and navigating instruments and books, sailing directions and instructions, stationery and blank books for commanding and navigating officers ashore and afloat,

libraries, binnacles, flags, signal lights, running lights, and standing lights on board vessels, logs, leads, lines, and glasses, log books, illuminating oil, for all purposes except what is used in the engineer department of steamers.

It will pay for the local pilotage of all vessels in commission; and it will estimate for the pay and transportation of the officers of the Navy.

It shall have the sole control of the apartments assigned for its purposes, and for the use of the navigation officers in the yards and stations, and it will provide the instruments, clerks, writers, draughtsmen, messengers, and laborers for the same.

It shall be charged with the collection of foreign surveys, publication of charts, sailing directions, and nautical works, and the dissemination of nautical and hydrographical information to the Navy and mercantile marine.

It shall determine upon and furnish all the stores, materials, instruments, means and appliances of every kind used for its purposes, and shall have under its sole control their inspection, storing, and preservation.

It shall design, erect, and maintain all the buildings at the Observatory and elsewhere, not within navy yards, that may be needed for its purposes; and it shall be charged with the purchase, sale, and transfer of all land and buildings in connection therewith.

It shall make all contracts for and superintend all the work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including clerks, writers, calculators and draughtsmen, master workmen, and laborers connected with it and used entirely for its purposes.

All reports, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

Bureau of Yards and Docks.

The duties of the Bureau of Yards and Docks shall comprise all that relates to the construction and maintenance of all docks, slips, wharves, piers, quay walls, and buildings of all kinds, for whatever purpose needed, within the limits of the navy yards and of the Naval Asylum; but not of hospitals and magazines outside of those limits, nor of buildings for which it does not estimate. It shall prepare the plans and make the estimates for the above constructions, in consultation with the chief of the Bureau for whose use they are designed, as to their internal arrangements and location in the yard. It shall repair and furnish all buildings, stores, and offices in the several navy yards.

It shall be charged with the purchase, sale, and transfer of all land and buildings connected with the navy yards.

It shall have under its sole control the general administration of the navy yards, and shall provide all the water and gas for all the buildings, and for whatever other purposes they may be needed, and all the fuel, except what is to be furnished by the other Bureaus.

It shall provide all landings, derricks, sheers, cranes, sewers, dredging, railway tracks, cars and wheels, trucks, grading, paving, walks, shade trees, enclosure walls and fences, ditching, reservoirs, cisterns, fire-engines and apparatus, and all things necessary, including labor for the cleaning of the yards, all watchmen, and the protection of the public property.

It shall furnish furniture, stationery, blank books and forms, also the clerical force, messengers, and laborers necessary for the commandant's office, and pay the expenses of the same.

It shall furnish the oxen, horses, and hired teams required for all the purposes in and for the yard, the subsistence and care for the same, and the necessary teamsters.

It shall determine upon and furnish all the tools, stores, materials, means and appliances of every kind used for its purposes, and transport and erect them, and repair the same.

It shall make all contracts for and superintend all work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of its materials, and the pay, organization, and mustering of the labor, including writers and draughtsmen at the yards, masters, workmen, and laborers paid from its funds and connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

Bureau of Construction and Repair.

The duties of the Bureau of Construction and Repair shall comprise all that relates to designing, building, fitting, and repairing the wood or iron hulls of vessels, the armor plating, turrets, spars, boats, tanks, ballast, casks, blocks, furniture for ships' use of the kind made in the navy yards, and lumber and tools for sea stores of the kind used by it in building vessels.

It shall design the slips and the various buildings and shops where its work is executed so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same, including dry-docks; but the constructing and repairing of these buildings, slips, and docks shall not be done by the Bureau of Construction and Repair, nor shall the cost thereof be defrayed by it.

It shall determine upon and furnish all the tools, stores, stationery, books and forms required in the constructor's department, materials, fuel, means and appliances of every kind used in its buildings and shops, and erect and repair the same.

It shall make all contracts for and superintend all the work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including clerks, writers, draughtsmen, and messengers at the yards and stations, masters, workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall have control of all vessels building and under repair, and also be responsible that vessels in ordinary do not go to decay for want of proper examination on the part of constructors in the yards.

It will have charge of the docking of vessels.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

Bureau of Steam Engineering.

The duties of the Bureau of Steam Engineering shall comprise all that relates to the designing, building, fitting out, repairing, and engineering of the steam machinery used in naval vessels.

It shall design the various shops at the navy yards and stations where the work is executed so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the construction and repairing of these shops shall not be done by the Bureau of Steam Engineering, nor shall the cost thereof be defrayed by it.

It shall determine upon and furnish all the machinery, tools, stores, stationery, blank books and forms used in the engineer department, materials, means and appliances of every kind used in its shops, including fuel, and on board vessels excluding fuel, and erect and repair the same.

It shall make all the contracts for and superintend all the work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including writers, clerks, messengers, and draughtsmen at the yards and stations, masters, workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

Bureau of Provisions and Clothing.

The duties of the Bureau of Provisions and Clothing shall comprise all that relates to supplying the Navy with provisions, clothing, small stores, water, and contingent stores in the paymaster's department.

It shall design the various buildings and shops at the navy yards where its work is executed and its stores are kept so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the construction and repairing of these buildings and shops shall not be done by the Bureau of Provisions and Clothing, nor shall the cost thereof be defrayed by it.

It shall determine upon and furnish all the tools, stores, stationery, blank books and forms used in the pay and provisions department, materials, means and appliances of every kind used in its buildings and on board vessels; it shall furnish all the stores connected with the paymaster's department, including potable water for ships' use, other than that which is supplied by the distilling apparatus on board.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including clerks, writers, masters, workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, accounts, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

Bureau of Medicine and Surgery.

The duties of the Bureau of Medicine and Surgery shall comprise all that relates to laboratories, naval hospitals, and dispensaries.

It shall furnish all the supplies, medicines, and instruments required in the medical department of the Navy.

It shall have the sole control of all buildings erected for its purposes.

It shall determine upon and furnish all the stores, stationery, blank books and forms used in the medical and hospital departments, materials, instruments, means and appliances of every kind used for its purposes, and shall have under its sole control their inspection, storing, transportation, and preparation.

It shall design, erect, furnish, and maintain all the buildings constructed for its purposes outside the limits of the navy yards and for which it may have estimated, and it shall be charged with the purchase, sale, and transfer of all land and buildings in connection therewith, and with the preservation of the public property under its control.

It shall design the various buildings erected within navy yards for its purposes so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the construction and repairing of these buildings shall not be done by the Bureau of Medicine and Surgery, nor shall the cost thereof be defrayed by it.

It shall have under its sole control the pay, organization, and mustering of the labor of all kinds connected with it and used entirely for its purposes.

It shall make all contracts for and superintend all the work done under it.

All reports, surveys, applications for discharge of invalids, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for and pay from its own funds the cost necessary to carry out the duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, NO. 124.

May 15, 1869.

The names of the following vessels are changed in accordance with law:

"Algomar" to Benicia.	"Piscataqua" to Delaware.
"Mosholn" to Severn.	"Kewaydin" to Pennsylvania.
"Anmonoosuc" to Iowa.	"Pompanoosuc" to Connecticut.
"Neshaminy" to Arizona.	"Madawaska" to Tennessee.
"Canandaigua" to Detroit.	"Pushmataha" to Cambridge.
"Omaha" to Astoria.	"Manitou" to Worcester.
"Contoocook" to Albany.	"Wampanoag" to Florida.
"Ontario" to New York.	"Minnetonka" to California.
"Kenosha" to Plymouth.	

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, NO. 125.

May 15, 1869.

Officers traveling under orders anywhere within the United States are allowed ten cents a mile by the nearest mail route, agreeably to the act of Congress of March 3, 1835.

Paymasters will be governed accordingly.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 126.

May 27, 1869.

General Order, No. 90, on the subject of uniform, is so far modified that hereafter captains will wear four (4) strips of gold lace on the sleeve of the coat, each one-half inch wide.

Commanders will wear three (3) strips, each one-half inch wide.

Staff officers, with assimilated rank of commander, will conform to the above order.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 127.

June 9, 1869.

In all first and second-rate vessels having first and second ward-rooms, until otherwise ordered, the following officers will mess in the second ward-room:

Masters, ensigns, past assistant and assistant surgeons, passed assistant and assistant paymasters, first and second assistant engineers, professors of mathematics, French, Spanish, &c., and commodore's secretaries.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 128.

June 11, 1869.

Hereafter all vessels of the Navy will be fitted with full-sail power. The exceptions to this will be the tugs and dispatch vessels not fitted with sails.

Commanders of squadrons will direct that constant exercises shall take place with sails and spars.

Where the vessels of a squadron can be kept together it is desirable that they should be exercised together, to create a spirit of emulation in the Navy. These exercises will be kept up when vessels are acting singly.

Commanders of squadrons will require that all vessels are proficient in the following exercises:

Sending up and down royal and top-gallant yards.

Sending up and down top-gallant masts.

Sending up and down top-gallant masts, lower yards, and topmasts at one time.

Shifting topsail yards.

Shifting jib-boom.

Bending and unbending all sails.

Furling sails from a bow line.

Getting under way from single anchor with all sail set.

Coming to single anchor and taking in all sail, together.

Mooring and unmooring ship.

Getting in and out all boats.

Shifting topmasts.

Shifting three topsails at one time.

Shifting courses at one time.

Reefing topsails and courses.

A quarterly report will be made to the Department of all such exercises as may be performed, stating the time occupied in each evolution.

When ships are lying in port, some portion of each day must be devoted to practice with yards and sails.

When vessels are in port, either singly or in a squadron, top-gallant yards will be sent up and sails loosed when the flag is hoisted, and yards sent down at sunset, unless some extraordinary reason should prevent it.

Commanders of squadrons are required to pay the closest attention to nautical maneuvers. Where it is possible to do so, they must form in squadron and go through such evolutions as are necessary for the management of a fleet.

As the reports of these exercises will be published officially, it is to be hoped that special pains will be taken to introduce a system of efficiency and uniformity into the exercises of the United States Navy.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 129.

June 14, 1869.

The attention of officers convening summary courts-martial is called to the following extract from the act of Congress approved March 2, 1867:

"SEC. 5. *And be it further enacted*, That the fourth section of the 'Act to provide a more efficient discipline for the Navy,' approved March 2, 1855, be, and hereby is, so

amended that the authority therein given to the commander of any vessel in the Navy to convene summary courts-martial, shall require the approval of the proceedings by the commander-in-chief, when present in port, and in his absence, that of the senior officer present, in all cases before carrying the sentence into execution; and in all cases where the sentence involves loss of pay, that part of such sentence shall be subject to the approval or disapproval of the Secretary of the Navy."

These provisions of the law, now too often disregarded, must hereafter in all cases be complied with.

Neither the officer who convenes a summary court, nor the commander-in-chief, nor the senior officer present, can either approve, disapprove, or remit that part of any sentence which involves loss of pay. This power belongs exclusively to the Secretary of the Navy.

All sentences, therefore, which either in direct terms impose a forfeiture of pay, or which, by disrating the accused, "involves a loss of pay," must be referred, both by the officer who convenes the summary court and by the revising officer, by proper indorsement made and subscribed upon the record, to the Secretary of the Navy.

Every record of proceedings of a summary court transmitted to this Department must show in express terms that, before the sentence was carried into execution, the proceedings were approved, *first* by the convening officer, and *second* "by the commander-in-chief, when present in port, or, in his absence, by the senior officer present." If neither commander-in-chief nor senior officer was present in port, that fact must be stated in the approval of the convening officer.

A. E. BORIE,

Secretary of the Navy.

GENERAL ORDER, No. 130.

June 15, 1869.

The names of the following iron-clad vessels are changed:

Agamenticus to Terror.	Neosho to Vixen.
Canonicus to Scylla.	Passaconaway to Thunderer.
Casco to Hero.	Quinsigamund to Hercules.
Catskill to Goliath.	Sandusky to Minerva.
Chickasaw to Samson.	Sangamon to Jason.
Chimo to Orion.	Saugus to Centaur.
Cohoes to Charybdis.	Shackamaxon to Hecla.
Etlah to Hecate.	Shawnee to Eolus.
Kalamazoo to Colossus.	Shiloh to Iris.
Kickapoo to Harpy.	Squando to Erebus.
Koka to Argos.	Suncook to Spitfire.
Mahopac to Castor.	Tippecanoe to Vesuvius.
Manayunk to Ajax.	Tonawanda to Amphitrite.
Manhattan to Neptune.	Tunxis to Hydra.
Marietta to Circe.	Umpqua to Fury.
Modoc to Achilles.	Wassuc to Stromboli.
Nahant to Atlas.	Waxsaw to Niobe.
Nantucket to Medusa.	Winnebago to Tornado.
Napa to Nemesis.	Yazoo to Tartar.
Naubuc to Gorgon.	Yuma to Tempest.
Nauset to Etna.	

A. E. BORIE,

Secretary of the Navy.

GENERAL ORDER, No. 131.

June 18, 1869.

It is very desirable that strict economy should prevail in the U. S. naval service with regard to the use of coal. This item is becoming a great expense to the Government, and the Department considers that those vessels which are provided with full sail-power should not use their steam except under the most urgent circumstances.

Commanders of fleets, squadrons, and of vessels, are therefore directed to do all their cruising under sail alone, which will not only have the effect to economize coal and save expense, but will also instruct the young officers of the Navy in the most important duties of their profession.

The Department has ordered all the vessels of the Navy to be fitted with full sail-power, and squadrons will be supplied with them as fast as they can be fitted at the different yards. When this is accomplished, the Department can see no reason why our vessels cannot do all their cruising under sail; and officers who fail to economize in this respect will be closely questioned with regard to their reasons for such failure. It is not expected that the vessels now abroad, having no sail-power, can get along without the aid of steam, but sail must be used under all circumstances where it can be done to the greatest advantage.

Regulations, soon to be issued, will determine the number of times it will be desirable to get up steam for the purpose of turning the engines.

Commanders of fleets and squadrons will make a special report whenever steam is so raised, or, if it is not done, will state the reason why. They will also make a special report to the Department of any extraordinary occasion when steam has been raised on board the vessels under their command.

They will state the number of hours' steaming from the time the fires were lighted until they were hauled, the number of tons of coal consumed and the distance run, state and direction of the wind, and what sail, if any, was set.

Commanders are not to make dispatch an excuse for using coal except under the most urgent circumstances.

They must not be surprised, if they fail to carry out the spirit of this order, if the coal consumed is charged to their account.

A. E. BORIE,
Secretary of the Navy.

GENERAL ORDER, No. 132.

June 18, 1869.

No commanding officer will suspend an officer under his authority and restore him to duty again without a Court of Inquiry, the proceedings to be sent to the Department without delay.

A. E. BORIE,
Secretary of the Navy.

CIRCULAR.

July 17, 1869.

The Navy Department being fully aware of the important part torpedoes will take in future naval warfare, it has determined to organize torpedo corps.

This corps will consist of one head of torpedo corps and such officers as may be detailed from time to time for instruction and service. The corps will be under the direction of the Bureau of Ordnance, so far as the material is concerned, and the direction of experiments. Torpedo stations will be established at Portsmouth, N. H., Boston, New York, Philadelphia, Norfolk, Pensacola, and Mare Island. Other stations will be added as occasion may require.

A suitable place will be selected where all officers entering upon this service will be sent for instructions and to witness experiments. After being properly instructed, these officers, or as many of them as may be required, will be assigned to duty at the different naval stations under the inspectors of ordnance.

They will have immediate charge of all torpedo apparatus, and be responsible for its condition and readiness for immediate use.

They will carefully examine the channels of the harbors under their supervision, and select such places as will be best suited for obstruction torpedoes.

Depots of torpedoes and material will be established at each of the principal stations under their charge. Torpedo boats will be fitted as soon as possible, and kept in readiness for use whenever they may be required.

The use of the torpedo not being confined to defensive purposes, it is intended to make it one of the most efficient means of offense.

The officers of the Navy are called upon to submit to the Bureau of Ordnance any plans relating to the efficient working and use of torpedoes that may occur to them.

The Department would suggest to the officers of the Navy wishing to prepare themselves for the torpedo service, that a knowledge of chemistry and of frictional and current electricity are very essential.

Everything connected with the torpedo service of the Navy is to be considered by the officers of the Navy as strictly confidential.

All officers not otherwise employed may, by application to the Department, be ordered to the experimental ground to witness experiments and receive such instructions as they may require.

G. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 133.

July 20, 1869.

It is ordered that officers of the Marine Corps serving on ship-board shall not be considered as in the enjoyment of the quarters to which they are entitled by law, and for the loss of which they are entitled to allowance.

G. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 134.

July 27, 1869.

In all cases where contractors provide articles of an inferior quality to those called for by the contract, and at a time when expedition is required, or fail to provide the articles at the time stated in the contract, the commandant will order the purchasing paymaster to go into market and purchase the articles on the best terms for the Government, the difference in price to be charged to the contractor.

G. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 135.

July 29, 1869.

In order to enable commanding officers of squadrons to carry out General Order, No. 128, commandants of navy yards will give their particular attention to the rigging of vessels, and see that all the appliances for fidding top-masts and top-gallant masts and sending down the same are properly adapted to the purpose intended; that the purchases are all properly led, and the blocks suitable; that the masts do not bind in the caps or cross-trees. Inventions for facilitating the housing and sending down of masts and yards will be examined and encouraged, and when of a proper kind will be adopted; of course, always guarding against interference with any patent-right.

G. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 136.

August 10, 1869.

The names of the following vessels are changed by authority of law:

Arizona to Nevada.	Goliath to Katskill.
Hecla to Nebraska.	Gorgon to Minnetonka.
Hereules to Oregon.	Harpy to Klamath.
Thunderer to Massachusetts.	Hecate to Etlah.
Astoria to Omaha.	Hydra to Otsego.
Cambridge to Congress.	Medusa to Nantucket.
Detroit to Canandaigua.	Minerva to Sandusky.
Achilles to Modoc.	Nemesis to Napa.
Ætna to Nansett.	Neptune to Manhattan.
Argos to Koka.	Orion to Piscataqua.
Atlas to Nahant.	Samson to Chickasaw.
Castor to Mahopac.	Seylla to Canonicus.
Centaur to Saugus.	Spitfire to Suncook.
Charybdis to Cohoes.	Stromboli to Wassne.
Circe to Marietta.	Tartar to Yazoo.
Cyclops to Kewaydin.	Tempest to Yuma.
Eolus to Shawnee.	Vesuvius to Wyandotte.
Erebus to Algoma.	Vixen to Osceola.
Fury to Umpqua.	Tornado to Winnebago.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 137.

September 7, 1869.

I. At a Naval General Court-Martial, which was convened at Philadelphia, Pa., July 15, 1869, by an order of the Secretary of the Navy, dated July 9, 1869, and of which Commodore John R. Goldsborough, U. S. N., was president, was arraigned—

Passed Assistant Paymaster *Charles D. Mansfield* U. S. N., on the following charges and specifications, viz:

CHARGE I.—“Drunkenness.”

Specification—“In this: that *Charles D. Mansfield*, being then and now a passed assistant paymaster in the United States Navy, and being then attached to the United States steamer *Mohongo*, as paymaster, did, on board said *Mohongo*, in Pichilique Bay, Lower California, on or about the ninth day of May, 1869, become drunk.”

CHARGE II.—“Writing a threatening letter to Commander Stephen B. Luce, U. S. N.”

Specification—“In this: that said *Charles D. Mansfield*, passed assistant paymaster as aforesaid, being then in the naval service of the United States, did, on or about the sixth day of June, 1869, at San Francisco, California, write and transmit to Commander Stephen B. Luce, then in the United States Navy, a threatening letter containing the words and figures following, viz:

"OCCIDENTAL HOTEL, SAN FRANCISCO,
"June 6, 1869.

* * * * *

"I regret your action, for should it work any greater injury to me than having me relieved from this squadron, I shall be compelled, in self-defence, and in no vindictive spirit, to report the events occurring in the history of the cruise of the Mohongo while under your command, the facts and figures of which, with written testimony, are in my possession.

"It would be a great favor to me, and I think would be to the interest of both of us, if you would, and it should be in your power, withdraw your report.

"Yours truly,

"C. D. MANSFIELD,

"P. A. Paymaster, U. S. N.

"Commander S. B. LUCE,

"Annapolis, Md."

To the first charge and specification the accused pleaded, in bar of trial, that he had, by punishment, already expiated the offense therein set forth.

The Court, upon evidence, sustained this plea, and did not hold the accused to trial on the first charge and specification.

To the second charge and specification the accused, in bar of trial, pleaded several matters of law; but this plea was overruled by the Court, and he thereupon pleaded "Not Guilty" to said charge and specification; upon which plea he was tried and found guilty, and sentenced "to be publicly reprimanded in a general order by the Honorable Secretary of the Navy."

II. The proceedings, decisions, finding, and sentence of the Court are approved, and this general order is issued as a public reprimand of Past Assistant Paymaster Charles D. Mansfield, U. S. N., in execution of said sentence.

GEO. M. ROBESON,

Secretary of the Navy.

GENERAL ORDER, No. 138.

September 11, 1869.

The regulations are so far modified that, when a foreign vessel-of-war in amity with us shall arrive in a port of the United States where there is a vessel of the Navy, the commanding officer shall, without delay, send a proper officer on board to offer the usual civilities and any assistance in his power. If the foreign vessel bears a flag of an admiral or commodore commanding a squadron, and salutes the flag of the United States, the salute will be promptly returned, and the commanding officer of the vessel will call upon the admiral or commodore and salute them in case they return his call.

The same rule will be observed when commanders of foreign squadrons visit a navy yard or station. In all cases when the flag of the nation to be saluted is *afloat*, it will be hoisted at the fore-royal mast-head, and the jib hoisted at the first and hauled down at the last gun.

GEO. M. ROBESON,

Secretary of the Navy.

GENERAL ORDER, No. 139.

September 13, 1869.

Port Admirals are particularly enjoined, in the inspection of vessels fitted for sea, to see that the clothing of the crew is examined, to ascertain that it conforms, in all respects, to the regulations of the Navy.

The inspecting officers will make special report in regard to this matter, and will state who were the paymasters furnishing the clothing; whether the clothing is made according to contract; whether it is of inferior quality; when it was procured, and everything in relation to it.

Inspecting officers will also state if there is any neglect on the part of officers, and whether they knowingly furnished inferior articles instead of those called for by regulations.

GEO. M. ROBESON,

Secretary of the Navy.

GENERAL ORDER, No. 140.

September 17, 1869.

I. At a Naval General Court-Martial convened at the Washington navy yard, August 10, 1869, by order of the Secretary of the Navy, dated July 26, 1869, of which Court Captain H. K. Davenport, U. S. N., was president, was tried—

Past Assistant Surgeon *Charles L. Green*, U. S. N., upon the following charges and specifications:

CHARGE I.—"Treating with contempt a superior officer while in the execution of his office.

Specification—In this: that on or about the first day of February, 1869, on board the U. S. ship *Nipsic*, in the harbor of Aspinwall, United States of Colombia, the said Passed Assistant Surgeon *Green*, having been ordered by his commanding officer, Lieutenant-Commander Thomas O. Selfridge, to take John Simmons, ordinary seaman, off the sick list, did dissent from the said order, and, the order having been repeated to him, did make no reply, and did show a contemptuous indifference to the authority of his commanding officer.

CHARGE II.—"Disobeying a lawful order of his superior officer."

Specification—In this: that at the time and place set forth in the specification of the first of these charges, the said Passed Assistant Surgeon *Charles L. Green*, having been ordered by his commanding officer, Lieutenant Commander Thomas O. Selfridge, to take John Simmons, ordinary seaman, off the sick list, did positively refuse to obey the said order, saying he did not consider it a legal order.

CHARGE III.—"Conduct unbecoming an officer."

Specification—In this: that on or about the fourth day of March, 1869, at the town of Aspinwall, United States of Colombia, the said Passed Assistant Surgeon *Charles L. Green* was intoxicated, or under the influence of intoxicating liquors, and did so exhibit himself, and behave in a manner unbecoming an officer, in a place of public resort in the said town.

To each of these charges and specifications the accused pleaded "Not guilty."

FINDING.

The Court, "after full and mature deliberation," found "the said *Charles L. Green*, Passed Assistant Surgeon U. S. N.," the accused, as follows:

Of specification of the 1st charge,	"Proven."
Of charge 1st,	"Guilty."
Of specification of the 2d charge,	"Proven."
Of charge 2d,	"Guilty."
Of specification of the 3d charge,	"Not proven."
Of charge 3d,	"Not guilty."

SENTENCE.

The Court thereupon sentenced the accused as follows:

"To be suspended from rank, on furlough pay, for the term of two years, and to be publicly reprimanded by the Honorable Secretary of the Navy; the order reprimanding him to be read to the officers and men of each naval station and vessel in commission."

II. On examination of the evidence in this case, it appears—

That on the morning of February 1, 1869, the accused, Passed Assistant Surgeon *Charles L. Green*, was ordered by Lieutenant Commander T. O. Selfridge, the commanding officer of the U. S. S. *Nipsic*, to which the accused was attached, to take off of the binnacle list the name of John Simmons, an ordinary seaman of said ship, who, by reason of the continuance of his name on said list, was entirely excused from duty. The crew of the ship being small, her working had been seriously crippled by reason of the number of men on the sick list, and the seaman referred to was, by the admission of the accused, able to do light duty.

On receiving this positive order, the accused retired without refusing to obey, and the commanding officer rested, during the day, under the impression that it had been complied with. In the afternoon of the same day, however, finding that this was not the case, he sent for the accused to the shore, whither he had gone without obeying the order previously given him, and, on his arrival, the commanding officer explicitly repeated the order. The accused refused to obey, and persisted in his refusal; then, for the first time, alleging as a reason, that he could not conscientiously obey said order. He was thereupon ordered to consider himself under arrest, and the original order was given to, and obeyed by, another officer.

On this state of facts, for not obeying, and for refusing to obey, said order, the Court found the accused "guilty of treating with contempt his superior officer whilst in the execution of his office," and "of disobeying a lawful order of his superior officer," and sentenced him as above recited.

The finding of the Court is approved. Obedience to the orders of superior authority is the first and plainest duty of all officers, from which no one, of any class, is, or can be, exempted.

Authority cannot, of course, control the mind, nor require a false expression of either personal or professional opinion, and disobedience may be sometimes excused by the manifest illegality, enormity, or folly, which would result directly from the execution of an order; but the general rule of obedience is qualified only to this extent, and cannot, with safety, be relaxed beyond it.

In this case, the accused, Passed Assistant Surgeon *Green*, was directed, not to declare any false opinion, nor to inflict on any individual any act of false practice in his profession, but merely to take the name off of a list made by him and under his immediate supervision; to do, by order of his commanding officer, a specific affirmative act, the only result of which was clearly within the authority of the officer giving the order. For that result the accused had no responsibility.

To report the condition of the crew is the duty of the medical officer, but the *excusing*, on his report, is, in truth, an executive act, to be done or omitted by the authority and on the responsibility of the commander.

The accused retained his right to remonstrate; to continue his treatment and record of the case; to enter his respectful protest on his journal; to report to the Department, and to prefer charges for unnecessary hardship and wrong; but it remained with the responsible commander, alone, to determine what duty, what exposure of life, if need be, the interests or exigency of the service required from each of the officers and crew of his ship. No class of officers are solely responsible for the safety and well-being of a ship's company. To each are assigned professional duties with appropriate responsibilities. But as no officer would be justified in refusing, in time of danger, to execute an order involving unreserved exposure of life, so none are authorized, at any time, to interpose their judgment between the exigencies of the service and the responsibility of the commanding officer. He is intrusted with the purposes and orders of the government; to his care and command are committed, under strict accountability, the ship and her company, and he is responsible for the accomplishment of the purposes for which she is commissioned, her safety in danger, and efficiency in presence of an enemy.

The sentence of the Court is not unsuited to the offense of which the accused was found guilty.

Disobedience of orders is, under any circumstances, a serious offense, and when committed deliberately, by an intelligent officer, under a claim of right, must tend greatly to the subversion of all discipline.

I am inclined to think, however, from the evidence, that the disobedience complained of in this case was the result of mistake of judgment in regard to professional rights and duties, rather than a deliberate intention of wrong. Mistakes of this kind rarely require a severe, and never a disgraceful, punishment; and the previous good character and conduct of Mr. *Green* entitle him to the benefit of whatever doubt there may be on this subject, and to the consideration of the reviewing authority.

The sentence of "suspension from rank on furlough pay for the term of two years" is therefore remitted, and this order is published as the "reprimand" provided for in the sentence, and it will be read accordingly.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 141.

September 30, 1869.

It is not necessary to send a half-monthly pay-roll from the navy yards to the Bureaus. Monthly rolls only are required.

The amount paid half-monthly can be checked against the men.

Under these circumstances no extra writers will be required or allowed.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 142.

October 15, 1869.

At a Naval General Court-Martial convened at the navy yard at Pensacola, Fla., August 2, 1869, Captain *Frank Munroe*, of the Marine Corps, was tried on the following charges:

CHARGE I.—Scandalous conduct to the prejudice of good order and discipline

CHARGE II.—Habitual intemperance.

CHARGE III.—Subjecting private marines of his command to unlawful and cruel punishment.

Of each of which charges the accused was found guilty, and was sentenced by the Court "to be dismissed from the Marine Corps of the United States."

And at the same Court-Martial (with the change of one member), the said Captain *Munroe* was tried on the following charge:

CHARGE.—Conduct unbecoming an officer and a gentleman.

Of which charge he was found guilty, and sentenced "to be dismissed from the Marine Corps of the United States."

The findings and sentences of the Court in the case of Captain *Munroe* are approved. Upon a careful review, however, of the facts developed by the testimony in relation to the several charges, the misconduct of the accused, though fully warranting the judgment of the Court, whose province was not to exercise lenity, does not appear to have been so aggravated as might be supposed from the nature of the charges. Previous to these trials Captain *Munroe* has borne a fair character, as far as appears on the records of the Department, and served with credit and distinction during the late war, and it is not desirable that an officer should be expelled in disgrace from the service, and no opportunity afforded him for retrieving his reputation.

For these reasons the punishment awarded by the Court is mitigated to suspension from command, duty, and rank for the term of three years; and Captain *Munroe* will be considered as so suspended from this date.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 143.

October 28, 1869.

I. Before a General Court-Martial convened at New York, by order of the Secretary of the Navy, dated July 31, 1869, of which Court Commodore A. M. Pennock, U. S. N., was president, was arraigned and tried *R. D. Bogart*, paymaster's clerk, upon the following charges and specifications:

CHARGE I.—"Stealing money of the United States."

Specification—"In this: that on or about the first day of December, 1868, *R. D. Bogart*, while serving as paymaster's clerk on board the U. S. receiving ship *Vermont*, then lying at, or near, the New York navy yard, did steal, from the safe in the paymaster's office of said vessel, a sum of money, amounting to \$10,000, or thereabouts, belonging to the United States, furnished for use in the naval service thereof, thereby violating the act of Congress approved March 2, 1863, entitled 'An Act to prevent and punish frauds upon the Government of the United States.'"

CHARGE II.—"Fraud."

Specification—"In this: that the said *R. D. Bogart*, whilst employed as paymaster's clerk on board the U. S. receiving ship *Vermont*, lying at, or near, the navy yard, New York, did, during the year 1868, at various times, make false entries on the books of the paymaster of said vessel, thereby defrauding the United States."

CHARGE III.—"Desertion."

Specification—"In this: that on or about the first day of December, 1868, the said *R. D. Bogart*, whilst employed as paymaster's clerk on board the U. S. receiving ship *Vermont*, at New York, did desert from said vessel, and from the navy yard, and did not return again until brought on board by a guard of marines, on the 26th day of July, 1869."

To these charges and specifications, the accused pleaded "Not Guilty."

FINDING.

The Court, upon full examination of the testimony and due consideration of the defense, find as follows:

"That the specification of the first charge is *proved*, except the amount of ten thousand dollars, a less amount proved:" that the accused is *guilty* of the first charge.

That the specification of the second charge is *proved*: that the accused is *guilty* of the second charge.

That the specification of the third charge is *proved*: that the accused is *guilty* of the third charge.

SENTENCE.

"To be confined for three years in such penitentiary, or prison, as the Hon. Secretary of the Navy may designate, and at the expiration of said confinement, to forfeit all pay and emoluments now due him, or that may hereafter become due him, and to be dishonorably discharged from the naval service of the United States."

II. The Secretary of the Navy, after much consideration, feels compelled to disapprove and set aside the proceedings, findings, and sentence in this case.

R. D. Bogart, the accused, ceased to be paymaster's clerk December 10, 1868, by the acceptance of his resignation, and the appointment and qualification of his successor, more than six months before these proceedings were instituted. Unless, therefore, there be some act of Congress applicable to his case, which prolonged his liability to military courts for military offenses after he had been allowed to leave the service, he was not subject to trial by naval court-martial on charges preferred after that date.

Unfortunately there is no such law applicable to the second and third charges. For "*Desertion*," therefore, he was not triable by this Court, nor was he so triable for "*Fraud*" as such, *per se*, and apart from any of that class of offenses which include it. And even if the crime of fraud had been an offense embraced by the provisions of any act of Congress, no prisoner could be held under a charge and specification so vague and uncertain as those made in this case.

For the offense of stealing money belonging to the United States, Bogart remained liable to be tried by court-martial, under the Act of Congress above referred to; for that act continues liability for this crime beyond the term of service.

Unfortunately, however, the evidence in the case fails utterly to establish the offense charged, which is "*theft*." It tends to prove the other, and quite distinct offense, of *embezzlement*. Upon that proof the conviction was wrong, because illegal. The offenses of theft and embezzlement are quite distinct in law, and the act of Congress above referred to enumerates them separately as different offenses; and to hold Bogart guilty of theft because found guilty of embezzlement, would be to disregard general rules of law established for the furtherance of justice, and binding upon all courts and revising authorities.

The Secretary of the Navy comes to these conclusions very reluctantly, compelled by the conviction that the safety of judicial proceedings is to be found only in the strict application of general rules; and that he is not authorized to substitute his individual will in those cases where these rules fail by reason of their generality.

The proceedings against Bogart must, therefore, be set aside, and he must be redelivered into the custody of the United States Marshal from whom he was received July 26, 1869. Rear-Admiral S. W. Godon, commanding the New York navy yard, will cause him to be redelivered accordingly.

GEO. M. ROBESON,

Secretary of the Navy.

GENERAL ORDER, No. 144.

November 1, 1869.

Hereafter, when vessels are to be put out of commission, they are to be dismantled, their stores, including coal, provisions, equipment, &c., landed and turned over to the proper officers, their chains hauled up and ranged on deck; the engine and all its appurtenances cleaned and left in as good order as is practicable, the holds, bilges, store-rooms, and apartments cleaned out, and the holds and bilges whitewashed by their own people before the crew is transferred.

Officers are not to receive their detachments until after the stores, &c., which have been in their charge, have been surveyed and their condition and amount satisfactorily accounted for.

In cases where Boards of Survey attribute the ill-condition of equipments or stores, particularly of ground-tackle, rigging, sails, boats, or provisions, to the fault of the officer in charge of them, the commandant of the yard will investigate the matter, and make up his report of the case, together with his recommendation in relation to it, to be forwarded to the proper Bureau for reference to the Department.

The commanding officer will be the last to receive his detachment from the vessel.

GEO. M. ROBESON,

Secretary of the Navy.

GENERAL ORDER, No. 145.

December 7, 1869.

I. Before a Naval General Court-Martial which convened at the navy yard at Portsmouth, N. H., November 15, 1869, Private *George Bracken*, of the Marine Corps, was tried on the following charges:

CHARGE I.—"*Disobedience of orders.*"

Specification—"In this: that *George Bracken*, a private duly enlisted and serving in the United States Marine Corps, on or about the 28th day of October, 1869, at the marine barracks in the navy yard at Kittery, Maine, being confined in one of the cells in said barracks, and being ordered by Sergeant Edward P. Keating, his superior officer, to proceed to another cell in said barracks, did refuse to obey, and did disobey, said lawful order."

CHARGE II.—“Conduct prejudicial to good order and military discipline.”

Specification—“In this: that said *George Bracken*, at the time and place set forth in the preceding specification, did assault, and with an earthen bowl strike, and seriously wound his superior officer, the said Sergeant Edward P. Keating, who was then acting in the performance of his duty, thereby cutting and severely wounding his face and head, and, at the same time, attempting to disarm said sergeant.”

To which charges and specifications the accused, Private *George Bracken*, of the Marine Corps, pleaded “Not Guilty.”

FINDING.

The Court, having maturely considered the evidence adduced, finds the accused, Private *George Bracken*, of the Marine Corps, as follows:

Of the *Specification* of CHARGE 1st, “Proven.”

Of CHARGE 1st, “Guilty.”

Of the *Specification* of CHARGE 2d, “Proven.”

Of CHARGE 2d, “Guilty.”

SENTENCE.

And the Court does therefore sentence him, Private *George Bracken*, of the Marine Corps, “To confinement at hard labor in such prison or penitentiary as the Secretary of the Navy may designate, for the term of two years; that he be dishonorably discharged from the service at the end of his imprisonment, and that this finding and sentence be read at all marine barracks, and on all vessels in commission.”

II. The proceedings, findings, and sentence of the Court in the foregoing case are approved.

III. The penitentiary at Wethersfield, Connecticut, is designated as the place of confinement, where the prisoner will be sent for the execution of so much of his sentence as relates to confinement.

IV. Commodore John A. Winslow, U. S. N., the commandant of the navy yard at Portsmouth, N. H., is charged with the execution of this order.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR LETTER.

December 22, 1869.

The Navy Department and Bureaus will be closed on Christmas and New Year's days.

During the intervening week the office hours will be from 9 a. m. to 12 m.; and only one-half of the number of clerks will be required to be present at those hours.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 146.

January 1, 1870.

Disbursing officers of the Navy will, in future, comply with the following instructions:

1st. In addition to the returns now required by the Department, its Bureaus, and the Fourth Auditor of the Treasury, paymasters must, from the date of this order, transmit to the Bureau of Provisions and Clothing, as soon as the same are executed, duplicates, or certified copies of monthly money statements and accounts of sales of bills of exchange and public property, and of all receipts of money from other paymasters, and from every other source.

They must also transmit, with their regular quarterly returns to the same Bureau, but in a separate inclosure, duplicates, or certified copies of Quarterly Accounts Current, and Abstracts of Open Purchases, and a statement showing the balance “due and unpaid,” or “overpaid,” on the account of each officer, seaman, and marine borne upon the pay-rolls for the quarter for which the above-mentioned returns are rendered.

2d. The Department requires that all public bills be in triplicate, and marked respectively, “original,” “duplicate,” and “triplicate,” and that they show, on their faces and indorsements, the appropriations from which paid, and the respective office or Bureau having cognizance of the same.

Of the public bills paid by paymasters of sea-going vessels, whose money accounts are settled at the end of a cruise, the triplicates are intended for use, and to be filed at such office or Bureau, to which, arranged in separate packages, and accompanied by special abstracts and letters of advice, they must be forwarded quarterly. The duplicates, accompanied by a general abstract, and arranged in the order of their numbers, must also be forwarded quarterly, with the other returns for the Fourth Auditor of the Treasury. The originals must be forwarded at the end of a cruise with the final returns for the Fourth Auditor.

Of the public bills paid by paymasters of stations and receiving ships, purchasing paymasters, and all other paymasters, whose money accounts are settled quarterly, the triplicates, except in cases where the bills, or copies of the same, have previously been submitted, or forwarded to the respective office or Bureau, must be arranged and forwarded in the same manner as above directed in the case of triplicates of bills paid by paymasters of sea-going vessels. The duplicates must be filed for reference in the office of the paymaster who has paid the bills. The originals must be forwarded quarterly for final settlement with the other returns for the Fourth Auditor.

3d. In all cases the exterior of a package must show the nature of its contents and for whom it is intended. As the sole object sought in requiring returns to be forwarded through commanding and fleet officers is that they may know that paymasters render the same with the promptness prescribed by regulation, all packages must be sealed by the paymaster forwarding them, and must not be opened during transmission. All letters of advice must be forwarded unsealed.

4th. In forwarding any, or all, of the above-mentioned returns, or packages (except duplicates or certified copies of monthly money statements and accounts of sales of bills of exchange and public property, and of all receipts of money from other paymasters, and from every other source, which, as above stated, must be forwarded to the Bureau of Provisions and Clothing as soon as executed), they, together with all other quarterly or final returns, must be inclosed in one package and prominently marked "Quarterly (or final) Returns U. S.—, Paymaster—," and forwarded to the Secretary of the Navy, through the channels prescribed by regulation.

5th. Paymasters having balances of money on hand under any appropriation from which they have made no payment for a period not exceeding three months, must, whenever an authorized public depository is accessible, deposit the same to the credit of the Treasurer of the United States, and without delay forward certificates of deposit to the Department, or to the Bureau having cognizance of said appropriation, and to the Fourth Auditor of the Treasury.

6th. Paymasters must state upon their accounts-current the appropriations to which their several receipts and expenditures of money belong.

Commanding officers of stations and vessels must acknowledge the receipt of this general order, transmit copies of the same to the paymasters under their respective commands, and be responsible for its enforcement.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 147.

January 24, 1870.

In the event of the death of a paymaster on duty, or of his being pronounced by competent medical authority to be deranged or disabled in mind or body to such an extent as to seriously incapacitate him for the performance of his duties, the commanding officer of the vessel or station to which he has been or is attached shall immediately take possession of the keys of the safe and store-rooms of such paymaster, and report all the facts in the case to the senior officer present, which latter officer shall, without delay, direct a board of officers to take an inventory of the money and stores then on hand; and shall appoint a suitable person to take charge of the same, and to perform the duties of such paymaster until otherwise directed by competent authority. The senior officer present shall also appoint another suitable person to complete the vouchers, transfer the accounts, close up the books, and to have the custody of the same, and of all papers necessary to the complete settlement of the accounts of such paymaster, and to be responsible for their proper transmission to the Department. Both the above-named appointees shall be present when the above inventories are taken, and shall be furnished with copies thereof, which copies, duly certified, shall be considered satisfactory vouchers for the money and stores thus ascertained to be on hand.

If such paymaster, while of sound mind, shall have nominated, in writing, the person to be selected to have custody of the books, vouchers, and other papers, and to complete the accounts as above mentioned, the senior officer present shall, unless manifestly contrary to the public interest, conform to such nomination, and shall inform the Department, without delay, of his entire action in the matter.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 148.

December 31, 1869.

I. At a Naval General Court-Martial convened at the Boston navy yard, September 23, 1869, pursuant to an order of this Department dated September 15, 1869, and of which Rear-Admiral H. K. Thatcher, U. S. N., was president, was arraigned and

tried Lieutenant-Commander *Henry B. Seely*, U. S. N., who was found guilty of the following charges and specifications:

CHARGE I.—“Neglect of duty.”

Specification 1st—“In this: that Lieutenant-Commander *Henry B. Seely*, U. S. N., being at the time executive officer of, and serving in that capacity on board, the U. S. S. *Pawnee*, did neglect his duty by allowing James L. Oliver, master-at-arms of said vessel, to inflict unlawful and cruel punishments and tortures upon the persons of R. W. Turner and John A. Symms, landsmen, serving on board said vessel; said punishment and tortures extending from on or about the 20th day of June, 1869, to on or about the 30th day of June, 1869, said vessel being, from the 20th to the 26th day of said June, on the passage from Brazil to the United States, and from the 26th to the 30th day of said June, at or near New York.”

Specification 2d—“In this: that Lieutenant-Commander *Henry B. Seely*, U. S. N., serving, as set forth in the first specification, on board the U. S. S. *Pawnee*, did, from on or about the 24th day of June, 1869, to on or about the 4th day of July, 1869, neglect his duty, by allowing, for said period, James L. Oliver, master-at-arms, to inflict unlawful and cruel punishments and tortures upon the person of Patrick O'Brien, seaman, serving on board the U. S. S. *Pawnee*. This while said vessel was on the passage from Brazil to the United States, and while at or near New York.”

CHARGE IV.—“Scandalous and unofficerlike conduct.”

Specification 7th—“In this: that *Henry B. Seely*, lieutenant-commander and executive officer of said *Pawnee*, as aforesaid, and during said voyage, and on or about the 24th day of June, 1869, on board said *Pawnee*, being asked by Captain J. M. B. Clitz, the commander of said vessel, concerning the condition of landsmen Turner and Symms, aforesaid, of whose condition it was his duty to be fully informed, falsely pretended to know their condition, of which condition, by means of his gross neglect of duty, he was wholly ignorant, and falsely represented to his said commander that they, said Turner and Symms, were all right; that they had not been unlawfully punished, and were not being punished beyond the law, when, in fact and in truth, said Turner and Symms had been unlawfully punished and tortured, and were then, and for a long time had been, cruelly subjected to barbarous and horrible treatment, to the disgrace of said ship and of the Navy of the United States.”

The Court, having found the accused “*guilty*” of these charges and specifications, proceeded to sentence him, and then transmitted the record of their proceedings, for revision, to the Secretary of the Navy.

The Secretary of the Navy, having carefully and deliberately examined the record, was of the opinion that the sentence was inadequate to the finding, and, accordingly, on the 8th day of November, 1869, ordered the Court to re-assemble on the 16th day of said November to reconsider the sentence.

Having reassembled, in pursuance of this order, the Court, upon reconsideration, sentenced the said Lieutenant-Commander *Henry B. Seely*, U. S. N., “To be suspended from duty for four years, on furlough pay, with loss of rank for that time, and to be publicly reprimanded, in general orders, by the Honorable Secretary of the Navy.”

II. This sentence seems to the Secretary of the Navy still inadequate to the charges of which Lieutenant-Commander *Seely* was found guilty, and the proceedings, finding, and sentence in this case are approved only for the reason that they are the result of prolonged deliberation by a respectable and legally organized court, and because Mr. *Seely* would otherwise go wholly without punishment.

In publicly reprimanding Lieutenant-Commander *Seely* in pursuance of the sentence, the Secretary can only say that, while he believes that the “neglect of duty,” which resulted in punishments so cruel, could only have existed on board a well-ordered ship-of-war under cover of the “scandalous and unofficerlike conduct” which availed to shield and prolong it, he can find no excuse for the officer who has been found guilty of both.

Lieutenant-Commander *Seely* remains in the naval service, since no officer however culpable, can be dismissed except in pursuance of the sentence of a General Court-Martial; but not the less must it be understood that the infliction of punishment, unsanctioned by law, by those whose authority to inflict punishments is derived only from the law, will never be tolerated by the Department under any circumstances.

Lieutenant-Commander *Henry B. Seely* is suspended from rank and duty, on furlough pay, for four years from the date of this order of reprimand, which will be read at naval stations and on board the ships of the Navy in commission.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 149.

February 9, 1870.

I. At a Naval General Court-Martial convened at the navy yard at Norfolk, Va., January 5, 1870, by order of the Secretary of the Navy, dated December 21, 1869, of which Commodore John M. Berrien, U. S. N., was president, was tried—

Paymaster *Thomas C. Masten*, U. S. N., upon the following charges and specifications:

CHARGE I.—“Neglect of official duty.”

Specification—“In this: that said *Thomas C. Masten*, a paymaster in the United States Navy, on or about the twenty-eighth day of October, eighteen hundred and sixty-nine, at or near Norfolk, Virginia, being then attached to the Norfolk navy yard as Inspector of Provisions and Clothing, and being, then and there, ordered by the Secretary of the Navy to transfer to Paymaster T. T. Caswell, U. S. Navy, all the public stores, accounts, and money, in his (said Masten’s) charge, as such inspector, and to render his accounts for settlement, did, then and there, neglect, and hath ever since neglected, to make such transfer, and to render such accounts.”

CHARGE II.—“Disobedience of orders.”

Specification—“In this: that *Thomas C. Masten*, a paymaster in the United States Navy, on or about the twenty-eighth day of October, eighteen hundred and sixty-nine, at or near Norfolk, Virginia, being then attached to the Norfolk navy yard as Inspector of Provisions and Clothing, and being, then and there, ordered by the Secretary of the Navy to transfer to Paymaster T. T. Caswell, U. S. Navy, all the public stores, accounts, and money, in his (said Masten’s) charge, as paymaster and inspector, and to render his accounts for settlement, did, then and there, neglect, and hath ever since neglected, to make such transfer, and to render such accounts.”

CHARGE III.—“Absence without leave.”

Specification—“In this: that said *Thomas C. Masten*, a paymaster in the United States Navy, attached to and doing duty as Inspector of Provisions and Clothing at the navy yard at Norfolk, Virginia, on or about the ninth day of October, eighteen hundred and sixty-nine, did, then and there, without leave, absent himself from said navy yard, and from his duty as paymaster and inspector, and did remain so absent until on or about the seventeenth day of said October.”

CHARGE IV.—“Scandalous and unofficerlike conduct.”

Specification—“In this: that said *Thomas C. Masten*, a paymaster in the United States Navy, attached to the navy yard at Norfolk, Virginia, on or about the twenty-eighth day of October, eighteen hundred and sixty-nine, being, then and there, by the Secretary of the Navy, detached from said post, and ordered to turn over the property in his charge to Paymaster T. T. Caswell, U. S. Navy, and to render to the Navy Department his account for settlement, did, then and there, disregard said orders, and hath ever since disregarded them, and did, then and there, depart from said navy yard and go to parts unknown, without reporting, as by the Regulations required, his address to the Navy Department, but concealed his address and place of abode from the said Department, and hath ever since kept the said Department unadvised thereof.”

To each of these charges and specifications the accused pleaded “Guilty.”

The Court found the accused, Paymaster *Thomas C. Masten*, U. S. Navy, of the charges and specifications preferred against him—

“Guilty by plea.”

The Court thereupon sentenced the accused as follows: “To be dismissed from the service of the United States.”

II. Pursuant to section 1, article 19, of the act of Congress for the better government of the Navy of the United States, approved July 17, 1862, the sentence in this case has been submitted to the President, and he has approved the same.

III. Paymaster *Thomas C. Masten*, U. S. Navy, will, accordingly, from the date of this order, be no longer regarded as an officer of the United States Navy.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 150.

February 11, 1870.

I. Before a Naval General Court-Martial, convened by Rear-Admiral T. Turner, U. S. N., at the Mare Island navy yard, California, January 17, 1870, of which Court Commodore D. McDougal, U. S. N., was president, was arraigned and tried—

Captain *John H. Grimes*, U. S. Marine Corps, on the following charges and specifications, viz:

CHARGE I.—“Scandalous conduct, tending to the destruction of good morals.”

Specification 1st—“In this: that the said Captain *J. H. Grimes*, United States Marine Corps, did, during the month of July, eighteen hundred and sixty-seven, while at the navy yard, Mare Island, go or send to, and procure from, Louis de Silva, ward-room steward of the United States ship *Pensacola*, the sum of two hundred dollars in United States gold coin. He, the said Captain *J. H. Grimes*, has failed to pay the sum named, although frequently applied to for the amount by the said Louis de Silva, ward-room steward.

Specification 2d—“In this: that the said Captain *J. H. Grimes*, United States Marine Corps, did deposit and leave with the said Louis de Silva, ward-room steward of the United States ship *Pensacola*, his commissions as first lieutenant and captain in the United States Marine Corps, as security for the before-mentioned debt of two hundred dollars, which commissions the said Louis de Silva still holds.

Specification 3d—“In this: that the said Captain *J. H. Grimes*, United States Marine Corps, did, on or about the thirteenth day of August, eighteen hundred and sixty-seven, address a note or communication to the said Louis de Silva, ward-room steward of the United States ship *Pensacola*, in words as follows, viz:

“MARINE BARRACKS,
“August 13th, 1867.

“DEAR STEWARD: Will you be so kind as to lend me 90 ninety dollars, for to oblige me very much. I will pay you as much interest as you see fit to ask, as it is a great favor.

“I wish you to send the money in a package by the man that hands you this, as I have got to use the money by this evening.

“I am officer of the day, and I will send you the note or bring it right away.

“Yours, in hast,

“J. H. GRIMES,
“Captain U. S. M. C.”

Specification 4th—“In this: that the said Captain *J. H. Grimes*, United States Marine Corps, did fail to comply with his written promise given to Commodore William Rogers Taylor, under date of October 28, 1869, in words as follows: ‘I further promise that it [that is, the debt] shall be settled within 10 days from this date.’”

CHARGE II.—“Violating paragraph thirty-six (36) of Regulation Circular Number 1, dated Navy Department, August 1, 1865.”

Specification—“In this: that the said Captain *J. H. Grimes*, captain United States Marine Corps, did, during the month of July, eighteen hundred and sixty-seven, at the navy yard, Mare Island, California, borrow money from Louis de Silva, ward-room steward of the United States ship *Pensacola*.”

T. TURNER,
Rear-Admiral, Commanding Pacific Fleet.

U. S. FLAG-SHIP *MOHICAN*,
Off Navy Yard, Mare Island, California, January 14, 1870.

To each of these charges and specifications the accused pleaded “Not guilty.”

FINDING.

The Court found the said *John H. Grimes*, captain in the United States Marine Corps, “Guilty” of all the charges and specifications preferred against him.

SENTENCE.

The Court, thereupon, sentenced the accused: To be dismissed from the service of the United States.

II. In pursuance of the act of Congress for the better government of the Navy, approved July 17, 1862, section 1, article 19, the sentence in this case has been submitted to the President of the United States, and he has approved the same.

III. Captain *John H. Grimes*, U. S. Marine Corps, accordingly ceases to be an officer of that corps from the date of this order.

In revising the proceedings of the Court, it was not deemed needful to consider whether the first charge is sustained by the specifications under it, nor whether any of these specifications are defective, in consequence of the omission of material allegations. The circumstances attending the commission of the offense, set forth in the second charge and its specification, are of a character so scandalous as to render the sentence of dismissal both just and imperative as a punishment for that offense.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 151.

March 12, 1870.

To avoid unnecessary delay in the transmission of paymaster's accounts, General Order No. 146 is so far modified, that hereafter paymasters of vessels in commission, and of stations within the command of a commander-in-chief of a fleet, must, in the absence of the flagship, forward their returns, as soon as prepared, direct to the Navy Department, instead of through the fleet officers, as heretofore required.

Such paymasters must, however, promptly inform the fleet paymaster when and by what means their returns have been forwarded, and transmit to him a copy of their accounts current.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

March 12, 1870.

Recent publications in violation of paragraph 184 of the Naval Regulations has induced the Department to call special attention to that paragraph, which is in these words:

184. Publications relating to private transactions, or having in view the praise or excuses of any person in the naval service, are prohibited.

Obedience to this regulation is enjoined upon all persons in the naval service.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 152.

March 29, 1870.

I. At a Naval General Court-Martial held on board the U. S. S. Portsmouth, in the bay of Rio Janeiro, January 13, 1870, by order of Rear-Admiral Joseph Lanman, U. S. N., commanding South Atlantic fleet, of which Court Captain Stephen D. Trenchard, U. S. N., was president, was arraigned and tried *Joseph King*, ordinary seaman, U. S. N., on the following charges and specifications:

CHARGE I.—“Violation of article seven, section four, articles ‘for the better government of the Navy.’”

Specification 1st—“In this: that the said *Joseph King*, ordinary seaman, and serving as such on board the United States ship Portsmouth, third rate, on or about the seventh day of May, one thousand eight hundred and sixty-nine, said vessel being then at anchor in the bay of Rio de Janeiro, Brazil, being ordered by his superior officer, Lieutenant John Schouler, who, at the time, was officer of the deck of said ship, to go aft and take the hoops out of the cabin windsail, did use disrespectful language to the said Lieutenant John Schouler, saying, ‘I’m not going to take seven days on the black-list from a dirty, drunken son-of-a-bitch like Mr. Robertson,’ the executive officer of the vessel, or words to that effect; and when being placed under the charge of a sentry by the master-at-arms, the said *Joseph King*, ordinary seaman, did say, ‘there is not an officer on the ship who is not a damned beach-comber,’ or words to that effect.”

Specification 2d—“In this: that the said *Joseph King*, ordinary seaman, and serving as such on board the United States ship Portsmouth, third rate, on or about the eighth day of May, one thousand eight hundred and sixty-nine, said vessel being then at anchor in the bay of Rio de Janeiro, did say to his commanding officer, Commander A. A. Semmes, in presence of the officers and crew of the vessel, who were assembled on the quarter-deck to hear the sentence of a summary court-martial in his case, ‘hell will not be full until you and old Robertson are there;’ and, a few minutes afterwards, in presence of Lieutenant Commanders J. P. Robertson and H. H. Gorringer, did use the following language to his commanding officer, Commander A. A. Semmes: ‘You old son-of-a-bitch;’ and a short time after the foregoing occurrence, while his commanding officer, Commander A. A. Semmes, was passing the launch, in which *Joseph King*, ordinary seaman, was confined, he, *Joseph King*, ordinary seaman, did hail Commander A. A. Semmes with the words, ‘you old son-of-a-bitch.’”

CHARGE II.—“Violation of article seven, section ten, articles ‘for the better government of the Navy.’”

Specification—“In this: that the said *Joseph King*, ordinary seaman, and serving as such on board the United States ship Portsmouth, third rate, on or about the seventh day of December, one thousand eight hundred and sixty-nine, said vessel being then at anchor in the bay of Rio de Janeiro, did, in company with others, attempt to desert in the dingey of the United States ship Portsmouth, and did not desist therefrom until brought to by a shot from a carbine striking one of the oars of the boat.”

CHARGE III.—“Violation of article third, section two, articles ‘for the better government of the Navy.’”

Specification—“In this: that the said *Joseph King*, ordinary seaman, and serving as such on board the United States ship *Portsmouth*, third rate, on or about the seventh day of December, one thousand eight hundred and sixty-nine, said vessel being then at anchor in the bay of Rio de Janeiro, did, when arrested in the act of desertion from said vessel, brandish a boat-hook at, and otherwise threaten, Lieutenant J. E. Craig and Ensign C. P. Shaw, his superior officers, who made the arrest, challenging Lieutenant J. E. Craig to personal combat.”

To the 1st specification of the 1st charge the accused pleaded in bar of trial as follows:

“The accused pleads in bar of trial to the 1st specification of the 1st charge, that, immediately after the date of said specification, viz., 7th May, 1869, he was tried by a summary court-martial, and sentenced to confinement in double irons, on bread and water, for thirty days, loss of three months’ pay, and extra police duties for three months; and that, this sentence having been carried into effect, he was fully restored to duty; nor was he informed that charges were pending against him; and he therefore prays the Court, to dismiss this specification to the charge as against the spirit and letter of Naval Regulations, article 32, sec. 1.”

The Court sustained this plea, and dismissed the said specification. They did this upon evidence produced in secret session, when the Court was cleared for deliberation, and in the absence of the accused. That evidence should have been produced only in open Court by the accused, as part of his case, and in support of his plea. Thus, while the conclusion arrived at upon the proof was correct, and is approved by the Secretary of the Navy, the mode of introducing that proof was wholly irregular, and is disapproved.

To the 2d specification of the 1st charge the accused pleaded in bar as follows:

“As to the 2d specification of the 1st charge, the accused pleads, that he was tried by a summary court-martial on the 7th May, 1869, and received a certain sentence, which he believes to have been approved in due form; and that, after the finding and sentence of the Court were published, he was punished, in addition to the sentence of the Court, as follows: On the morning of the 8th of May he was confined in the launch of the *Portsmouth*, his feet ironed to a ring-bolt, his hands in irons, exposed to the burning rays of the sun, and was forced to remain in this position, without food or drink, until towards evening, when he was taken from the launch to the berth-deck of the ship, and there gagged and confined in a sweat-box of such dimensions that it was impossible to sit down in it. In addition to the ill-ventilation of the place, which he was not allowed to leave, a bucket was allowed to be placed in the sweat-box for purposes of nature, that was emptied but once in the twenty-four hours. His health was affected to such an extent that it was thought expedient he should be put under medical treatment, and he was so treated, still remaining in confinement, and, the sentence having been carried out, he was fully restored to duty; nor was he informed that charges were pending against him; and he therefore prays the Court to dismiss the 2d specification to the 1st charge as against the spirit and letter of Naval Regulations, article 32, sec. 1.”

The Court overruled this plea; and, thereupon, the accused pleaded not guilty to said specification, and not guilty to charge 1st.

To the specification of the second charge the accused pleaded in bar as follows:

“To the specification of the second charge the accused pleads in bar of trial, that article 10th of the act of July 17, 1862, ‘for the better government of the Navy,’ empowers commanding officers of vessels to inflict a certain kind and degree of punishment upon officers and others under their command. This power having been exercised to the full extent of the law by Commander A. A. Semmes, U. S. N., and, in addition to this authorized punishment, torture of an illegal kind having been inflicted upon the accused immediately after the date of the offense charged in the specification, as follows: On the 7th of December he was confined in double irons on the berth-deck of the *Portsmouth*, and, on the same evening, was made to stand by a reel on the deck, and his hands, being ironed behind him, were attached to an eyebolt above, and kept up for sixty hours or thereabouts, during about twelve hours of which he was gagged. He was so confined for ten days, with the exception of two periods of twenty-four hours each, and claims, therefore, to have fully expiated any offense he may have been chargeable with at that time.”

This plea was overruled. The accused then pleaded not guilty to the said specification and to the second charge.

To the specification of the third charge the accused pleaded in bar as follows:

“To the specification of the third charge the accused pleads in bar of trial, that article 10th of the act of July 17th, 1862, ‘for the better government of the Navy,’

empowers commanding officers of vessels to inflict a certain kind and degree of punishment upon officers and others under their command. This power having been exercised to the full extent of the law by Commander A. A. Semmes, U. S. N., and, in addition to this authorized punishment, torture of an illegal kind having been inflicted upon the accused immediately after the date of the offense charged in the specification, as follows: On the 7th of December, 1869, he was confined in double irons on the berth-deck of the Portsmouth, and, on the same evening, was made to stand by a reel on the deck, and his hands, being ironed behind him, were attached to an eye-bolt above, and kept up for sixty hours or thereabouts, during about twelve hours of which he was gagged. He was so confined for ten days, with the exception of two periods of twenty-four hours each, and claims, therefore, to have fully expiated any offense he may have been chargeable with at that time."

This plea was overruled by the Court. The accused thereupon pleaded not guilty to said specification and not guilty to the third charge.

FINDING.

"The Court proceeded to consider of its findings upon the charges and specifications before it, and, after full and mature consideration of all the evidence, find, in the case of *Joseph King*, ordinary seaman, U. S. N., as follows:

"The 2d specification of the 1st charge, *proved*; and the Court do adjudge him *guilty of the 1st charge in a less degree than charged*; that is, guilty of so much as is contained in the following words, 'or shall treat with contempt his superior officer, or shall be disrespectful to him, in language or deportment, whilst in the execution of his office.'

"The specifications of the 2d charge, *proved in part*; that is, of all the specifications except the words, 'and did not desist therefrom until brought to by a shot from a carbine striking one of the oars of the boat; and the Court do adjudge the accused *guilty of the 2d charge*.'

"The specification of the 3d charge, *proved*; and the Court do adjudge the accused *guilty of the 3d charge*."

SENTENCE.

"And the Court do therefore sentence the said *Joseph King*, ordinary seaman, U. S. N., to be confined in double irons till an opportunity offers of sending him to the United States in a United States vessel, when he shall be sent; and, during the passage home, he shall be confined in double irons; and, on his arrival in the United States, he shall be confined in such prison or penitentiary as the Hon. Secretary of the Navy shall designate for five years at hard labor, the time of confinement in the prison or penitentiary to count from the date of the sentence; to forfeit all the pay which may become due him, amounting to nine hundred and twenty-five dollars and nine cents (\$925.09), he being now in debt to the Government to the amount of thirty-four dollars and ninety-one cents (\$34.91), with the exception of twenty-five dollars (\$25.00), to be paid to him on his discharge from confinement, and, at the expiration of his term of sentence, to be dishonorably discharged the naval service of the United States."

II. It is apparent from the record of proceedings in this case that *Joseph King*, the accused, had, before his trial, been severely punished for the offenses set forth in these charges and specifications. The circumstances attending his confinement show that more was done than merely holding him in custody to await the action of a general court-martial. Whatever was extra to legal confinement was punishment; and though sufferings were inflicted which no sentence could lawfully impose, and which were as illegal and cruel as they were unnecessary to his safe keeping, the fact that the punishment was illegal and cruel does not deprive him of his right to plead that punishment as expiation of his offense.

The Secretary will not here comment upon the nature of the punishment as set forth in the pleas of the accused. This is under investigation, and will be dealt with hereafter as circumstances may require.

The finding and sentence in this case are disapproved and set aside for the reason that the accused had been already punished.

Ordinary seaman *Joseph King* will, on receipt of this order, be discharged from confinement and restored to duty.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 153.

April 18, 1870.

Secretaries to commanders-in-chief, clerks to commanding officers, and clerks to paymasters are officers of the Navy, within the meaning of the law, and are therefore entitled, under orders from their appointing officers, to ten cents per mile for travel performed within the United States. This mileage will not, however, be paid them

until they have reported for the duty assigned them under such orders. And they are also entitled to the actual expenses allowed other officers for travel without the United States, provided such travel is performed by the written authority of the Department, or, if serving on a station, by that of the commander-in-chief.

The pay of the above-mentioned officers commences from the date of leaving their domiciles in obedience to orders for duty.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 154.

April 20, 1870.

Paragraph 36, page 28, of the book of "Instructions for the government of inspectors in charge of stores, paymasters, and assistant paymasters," approved July 1, 1868, is hereby revoked, as irregular and unnecessary.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 155.

May 18, 1870.

Wherever there is an assistant paymaster on duty as an assistant to a paymaster, he will be considered in the place of a clerk or writer, and the clerical force will be reduced accordingly. This order will be regarded as taking effect from and after the commencement of the next fiscal year.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 156.

May 24, 1870.

1. At a Naval General Court-Martial, convened at the Navy Department at Washington, D. C., April 30, 1870, by order of the Secretary of the Navy, dated April 15, 1870, of which Court Rear-Admiral L. M. Goldsborough, U. S. N., was president, was tried—

Commander *John H. Upshur*, U. S. N., upon the following charge and specifications: CHARGE.—"Conduct unbecoming an officer."

Specification 1st—"In this: that *John H. Upshur*, then and now a commander in the Navy of the United States, did, at New London, Connecticut, on or about the first day of June, eighteen hundred and sixty-nine, pay to one M. D. Landon the sum of thirteen hundred dollars for the purpose of having said money used in procuring the appointment of his, said Commander Upshur's, son to the Naval Academy at Annapolis, Maryland, by inducing the father of Walter F. Baldwin, who had been appointed to said academy, subject to examination, to withdraw his said son from examination, and thus create a vacancy, and by inducing Honorable Solomon L. Hoge, a member of Congress, at that time, from South Carolina, to recommend said Commander Upshur's son in place of said Walter F. Baldwin."

Specification 2d—"In this: that *John H. Upshur*, then and now a commander in the Navy of the United States, did, at New York city, New York, on or about the tenth day of June, eighteen hundred and sixty-nine, pay to one M. D. Landon the sum of thirteen hundred dollars for the purpose of having said money used in procuring the appointment of his, said Commander Upshur's, son to the Naval Academy at Annapolis, Maryland, by inducing the father of Walter F. Baldwin, who had been appointed to said academy, subject to examination, to withdraw his said son from examination, and thus create a vacancy, and by inducing Honorable Solomon L. Hoge, then a member of Congress from the State of South Carolina, to recommend said Commander Upshur's son in place of said Walter F. Baldwin."

Specification 3d—"In this: that *John H. Upshur*, then and now a commander in the Navy of the United States, did, at Washington, D. C., on or about the fifteenth day of June, eighteen hundred and sixty-nine, pay to one M. D. Landon the sum of thirteen hundred dollars for the purpose of having said money used in procuring the appointment of his, said Commander Upshur's, son to the Naval Academy at Annapolis, Maryland, by inducing the father of Walter F. Baldwin, who had been appointed to said academy, subject to examination, to withdraw his said son from examination, and thus create a vacancy, and by inducing Solomon L. Hoge, then a member of Congress from the State of South Carolina, to recommend said Commander Upshur's son in place of said Walter F. Baldwin."

Specification 4th—"In this: that *John H. Upshur*, then and now a commander in the Navy of the United States, did, at New London, Connecticut, on or about the first day of June, eighteen hundred and sixty-nine, pay to one M. D. Landon the sum of thirteen hundred dollars for the purpose, by corrupt means, of making a vacancy for an appointment from the third congressional district of South Carolina to the Naval Academy at Annapolis, Maryland, and of securing the appointment of his, said Commander Upshur's, son to the same."

Specification 5th—"In this: that *John H. Upshur*, then and now a commander in the Navy of the United States, did, at New London, Connecticut, on or about the first day of June, eighteen hundred and sixty-nine, pay to one M. D. Landon the sum of thirteen hundred dollars for the purpose of procuring, by corrupt means, the appointment of his, said Commander Upshur's, son to the Naval Academy at Annapolis, Maryland."

To the charge and specifications the accused pleaded "Not guilty."

FINDING.

The Court, "after full and mature deliberation," found the said *John H. Upshur*, commander in the United States Navy, the accused, as follows:

Specification 1st of the charge, "*Proved in part.*"

"In this: that *John H. Upshur*, then and now a commander in the Navy of the United States, did, at New London, Connecticut, pay to one M. D. Landon * * * the sum of thirteen hundred dollars for * * * procuring the appointment of his, said Commander Upshur's, son to the Naval Academy at Annapolis, Maryland," the payment having been made on or about the 1st of October, 1869, instead of on June 1st, as laid in the specification. "The rest of the specification, *not proved.*"

Specification 2d of the charge, "*Proved in part.*"

"In this: that *John H. Upshur*, then and now a commander in the Navy of the United States, did * * * pay to one M. D. Landon the sum of thirteen hundred dollars for * * * procuring the appointment of his, said Commander Upshur's, son to the Naval Academy at Annapolis, Maryland;" but, that this money was paid at New London, Connecticut, and on or about the 1st of October, 1869, as already decided by the Court in their finding on the 1st specification, instead of at New York City, New York, and on or about the 10th of June, 1869, as set forth in this 2d specification. "The rest of the 2d specification, *not proved.*"

Specification 3d of the charge, "*Proved in part.*"

"In this: that *John H. Upshur*, then and now a commander in the Navy of the United States, did * * * pay to one M. D. Landon the sum of thirteen hundred dollars for * * * procuring the appointment of his, said Commander Upshur's, son to the Naval Academy at Annapolis, Maryland;" but that this money was paid at New London, Connecticut, and on or about the 1st day of October, 1869, as already decided by the Court in their finding on the 1st specification, instead of at Washington, D. C., and on or about the 15th of June, 1869, as set forth in this 3d specification. "The rest of the 3d specification, *not proved.*"

Specification 4th of the charge, "*Proved in part.*"

"In this: that *John H. Upshur*, then and now a commander in the Navy of the United States, did, at New London, Connecticut, * * * pay to one M. D. Landon the sum of thirteen hundred dollars for * * * securing the appointment of his, said Commander Upshur's, son to the Naval Academy;" but that this money was paid on or about the 1st of October, 1869, as already decided by the Court in their decision on the 1st specification, instead of on or about the 1st of June, 1869, as set forth in this 4th specification. "The rest of the 4th specification, *not proved.*"

Specification 5th of the charge, "*Proved in part.*"

"In this: that *John H. Upshur*, then and now a commander in the Navy of the United States, did, at New London, Connecticut, * * * pay to one M. D. Landon the sum of thirteen hundred dollars for * * * procuring the appointment of his, said Commander Upshur's, son to the Naval Academy at Annapolis, Maryland;" but that this money was paid on or about the 1st of October, 1869, as already decided by the Court in their decision on the 1st specification, instead of on or about the 1st of June, 1869, as set forth in this 5th specification. "The rest of the 5th specification, *not proved.*"

And the Court do adjudge the accused, Commander *John H. Upshur*, of the charge, "*Guilty.*"

SENTENCE.

And the Court do therefore sentence the said Commander *John H. Upshur*, of the United States Navy, "To be publicly reprimanded by the Secretary of the Navy in General Orders."

II. This is a case of extraordinary and unprecedented character. The facts set forth in the charge and specifications were first discovered and disclosed by a congressional investigation. The investigation and the discovery of similar transactions between other parties led to the expulsion of one member of Congress, the resignation of others, and the passage of a resolution by the House of Representatives requesting the Secretary of the Navy to convene a court-martial for the trial of Commander *Upshur* for "conduct unbecoming an officer." In compliance with that request this Court was convened, and Commander *Upshur* has been tried. The case is, therefore, quite unexampled in its origin. It is equally so in the character of the accusation preferred. The purchase and sale of appointments and commissions are familiar transactions in the army and navy of other countries, but are unknown to our military and naval service. Here every military or naval nomination, appointment, or commission should be made and conferred as a reward of merit, or as a means of advancing the public interests by opening an honorable career to pure and honorable men.

The Navy Department would not represent faithfully the tone and spirit of the Navy, were it less prompt than the House of Representatives to inquire into every charge of venality and corruption, or less certain, when discovered, to inflict the prescribed punishment upon the offender.

The Secretary of the Navy, therefore, as requested by the House of Representatives, convened a Court for the trial of Commander *Upshur*; a Court composed of intelligent and distinguished officers, all of whom were senior in rank to the accused; and, having produced before that Court all procurable proof in support of the charge and specifications, it is now called upon to revise its proceedings, finding, and sentence.

After careful examination and consideration of the facts and law, the Secretary has determined to approve the proceedings and finding of the Court, and to carry its sentence into execution.

The Court has stricken out of the specifications, as "not proved," all the allegations of corrupt intent on the part of the accused. Commander *Upshur* is, therefore, to be considered as not guilty of any such intention. His guilt, as found by the Court, consists in the payment of money intended as the consideration for services rendered in procuring the appointment of his son to the Naval Academy. This the Court, composed of his brother officers, consider "conduct unbecoming an officer." They so declare by their finding, and the Secretary of the Navy concurs in the opinion. Appointments to the service may not properly be obtained by such means, and the Navy, at least, must neither be, nor seem to be, in any way connected with the employment of them.

It is of the utmost importance to the character and efficiency of any military service that its tone should be maintained at the highest standard of personal and professional honor, and particularly, that it should be invariably regarded and treated, by all connected with it, as entirely above and disconnected from mercenary influences of any kind. The use of such influences, under any circumstances of inducement, by a naval officer, to procure an appointment to the Naval Academy, is calculated to lower the tone of the service where it should be highest and purest; and countenance or excuse of such action, by his brother officers or by the Department, would bring the Navy into deserved discredit.

It is hoped that the expression of these views by the Court and the Department will serve to illustrate the true character of such conduct, and be sufficient to prevent any future resort to purchased services to obtain either nominations, appointments, or privileges in the service.

This order will be taken as the reprimand provided for by the sentence of the Court, and will be read at the various navy yards and stations and on board of all ships of war in commission.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 157.

May 24, 1870.

I. At a Naval General Court-Martial, convened March 15, 1870, on board the United States steamer *Wasp*, by order of Rear-Admiral Joseph Lanman, U. S. N., commanding the South Atlantic fleet, of which Court Captain Stephen D. Trenchard, U. S. N., was president, was tried First Assistant Engineer *William H. Harrison*, U. S. N., upon the following charge and specification:

CHARGE.—"Striking and assaulting another person in the Navy."

Specification—"In this: that on or about the night of the twentieth of December, one thousand eight hundred and sixty-nine, between the hours of ten o'clock and midnight, while Assistant Paymaster Henry C. Machette, United States Navy, attached to and serving as assistant paymaster on board the United

States steamer *Wasp*, fourth rate, said vessel being then at anchor off Montevideo, Uruguay, was walking in the Calle Trienta-y-tres, in the city of Montevideo, Uruguay, he was assaulted with a heavy stick in the hands of First Assistant Engineer *William H. Harrison*, United States Navy, also attached to and serving as first assistant engineer on board the United States steamer *Wasp*, fourth rate, and was otherwise maltreated at the hands of the said First Assistant Engineer *William H. Harrison*, United States Navy, having one of his (Assistant Paymaster Machett's) eyes injured, and one of his fingers badly bitten; and that the said First Assistant Engineer *William H. Harrison* did not desist from his attack on Assistant Paymaster Henry C. Machette until separated by William Lawton, ward-room cook of the United States steamer *Wasp*, fourth rate, and Samuel Woody, a landsman belonging to the same vessel, and this latter in the presence and hearing of Francis E. Bond, M. D., a resident physician of Montevideo, and in presence of a Montevidean officer in company with said physician."

To the charge and specification the accused, First Assistant Engineer *William H. Harrison*, U. S. N., pleaded "Guilty."

The Court, after full and mature deliberation, found the accused, the said *William H. Harrison*, U. S. N., as follows:

The specification of the charge, "*Proved*;"

And of the charge, "*Guilty*."

SENTENCE.

The Court thereupon sentence the said First Assistant Engineer *William H. Harrison*, of the United States Navy, as follows: "To be dismissed from the South Atlantic squadron; to be suspended from rank for two years, and during that time to lose eleven hundred dollars (\$1,100.00), that is, five hundred and fifty dollars (\$550.00) per annum, being one-half of his leave-of-absence pay; and to be publicly reprimanded by the Honorable Secretary of the Navy."

II. The sentence in this case was approved by Rear-Admiral Lanman, who convened the Court, and is, though not without reluctance, approved by the Secretary. The facts set forth in the specification, and proved on the trial, would have sustained a charge of "conduct unbecoming an officer and a gentleman," and warranted a sentence of dismissal from the service. For these reasons the Secretary of the Navy has felt reluctant to give his approval to the sentence for an offense which is, in his judgment, deserving of severe punishment. In reprimanding the accused, the Secretary is constrained to notice not only the ruffianly assault committed upon a brother officer, but also the indecorous and disrespectful conduct of the accused towards the Court while on trial.

Having pleaded guilty to the charge and specification, the accused was asked by the Court if he desired time to prepare a written defense. He answered "Yes," and being inquired of how long a time he desired, replied, "Fifteen minutes." The Court gave him an hour. At the end of that time he presented to the Court a written defense so disrespectful that the Court could not receive it. He then withdrew it, and declined to offer any other and respectful defense.

Such conduct is itself deserving of censure. It betrays a wanton disregard not only of the laws and regulations of the service, but of official and personal decorum, and is calculated to cast reproach upon the service to which the offender belongs.

This order of reprimand will be forwarded to the commandant of the South Atlantic squadron, and be by him transmitted to the commanders of all vessels within his command.

GEO. M. ROBESON,

Secretary of the Navy.

GENERAL ORDER, No. 158.

July 30, 1870.

In conformity with the 15th section of the act of July 15, 1870, entitled "An act making appropriations for the naval service for the year ending June 30, 1871, and for other purposes," paymasters will hereafter transmit their accounts and vouchers direct to the Fourth Auditor of the Treasury, in the same manner as before the passage of the joint resolution approved March 2, 1870.

General Order of the Navy Department, No. 146, dated January 1, 1870, and all other orders and instructions in conflict herewith, are hereby repealed.

Paymasters will transmit a duplicate of their quarterly account current, with abstract of vouchers for purchases, to the chief of the Bureau of Provisions and Clothing, and when serving in a fleet, a triplicate, with abstract of vouchers of purchases, to the fleet paymaster.

The returns to the Bureau of Provisions and Clothing of receipts and expenditures will be made as required by the book of Instructions to Paymasters, and the usual abstracts of purchases, with duplicate vouchers, sent to the various Bureaus of the Department as heretofore.

General Order, No. 155, is repealed.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 159.

August 29, 1870.

For the more economical administration of the naval service, and in accordance with the spirit of the act of Congress entitled "An act to further promote the efficiency of the Navy," it is hereby ordered, that—

I. From and after the first of October next no retired officer of the Navy shall be assigned to, or remain upon active duty, except as member of the Light-House Board, the Board for the Examination of Officers for Promotion and for the Retired List, and at the Naval Asylum. And all such officers, not coming within the above exceptions, now on active duty, are relieved from that date.

II. Should either of the Bureaus of the Department require, at any time, the services of any retired officer for any special duty, on account of his peculiar experience or fitness for the same, especial application will be made to the Secretary of the Navy for such assignment by the President.

III. The position of Port Admiral is hereby discontinued from and after the first of October, except at the port of New York.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER.

November 20, 1870.

Whenever the Judge Advocate of any General or Summary Court-Martial, convened within the limits of the United States, shall have occasion to summon, as a witness, any officer who may at the time be "waiting orders" or "on leave," such Judge Advocate shall, at the same time, notify the Office of Detail of the fact that such summons have been issued; and shall also send a similar notice when such officer is discharged from further attendance on the Court, as a witness.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR LETTER.

December 9, 1870.

SIR: Until otherwise instructed by the Navy Department, you will not advertise for any article called for by approved requisitions, unless the value of the article required is estimated at one thousand dollars at least.

GEO. M. ROBESON,
Secretary of the Navy.

Paymasters.

GENERAL ORDER, No. 160.

December 12, 1870.

An officer of the Navy admitted into a U. S. Naval Hospital for treatment shall be charged, for his maintenance, the value of two rations per day, to be deducted from the pay of the officer, and credited to the Naval Hospital Fund, by the paymaster on whose books the account of the officer is borne.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

December 20, 1870.

SIR: Official correspondence between subordinate officers at a navy yard or station is contrary alike to usage and propriety. Instances have come to the knowledge of the Department, in which subordinate officers in a navy yard have made official reports to another subordinate, and such reports have been forwarded to the commandant.

These irregular proceedings can only lead to a divided responsibility, which would be unilitary, and to confusion instead of method in the conduct of duty, and are therefore prohibited.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

January 5, 1871.

Hereafter, all persons employed in navy yards, hospitals, or stations, to operate and attend stationary engines, will be rated on the books and known as engine tenders.

GEO. M. ROBESON,

To Navy Yards, Hospitals, and Stations.

Secretary of the Navy.

CIRCULAR.

January 21, 1871.

The Circular of December 10, 1869, in relation to the Ordinary, is so far modified that the men of the gang may commute their rations when permitted to do so by the commandant of the yard.

GEO. M. ROBESON,

Secretary of the Navy.

January 30, 1871.

The following regulations will hereafter be observed:

First. All requisitions for open purchases already made, or hereafter to be made, will be forwarded to the proper Bureau for approval, and when returned approved the purchasing paymaster is authorized to procure those articles required, the estimated cost of which, respectively, does not exceed the amount fixed by the instructions of December 9, 1870, by purchase, in open market, from responsible parties, when, in their judgment, expense will be thereby saved to the Government and its interests as well served by so doing, they being responsible that the prices paid are not above the regular market rates.

Second. The purchasing paymaster will advertise on the 25th day of each month, in at least two commercial newspapers for three successive days, for proposals for furnishing articles required, the estimated cost of which exceeds the amount fixed by the instructions of December 9, 1870; and on the first day of the succeeding month the bids will be opened, and the lowest bidder notified to make immediate delivery, unless the price is so large as to make it advisable to reject the bids altogether, which will be done, and the articles purchased as above, in open market, when it is apparent that the bids are materially above the regular market prices.

Third. No requisition for open purchases will be acted upon until it has the indorsement of the naval storekeeper that the articles required are not in the public store, and are not due on some existing contract at the point required; and in all cases the purchasing paymaster will be responsible for the reasonableness of the prices and the promptness of the delivery.

Fourth. Regulations inconsistent with the above which refer only to this subject-matter are abrogated, and when they include other subject-matter they are hereby modified to the extent that they are inconsistent with the above.

GEO. M. ROBESON,

Secretary of the Navy.

[COPY.]

December 9, 1870.

SIR: Until otherwise instructed by the Department, you will not advertise for any article called for by approved requisition, unless the value of the article required is estimated at one thousand dollars at least.

GEO. M. ROBESON,

Secretary of the Navy.

CIRCULAR LETTER.

February 10, 1871.

Hereafter all stores for the Navy, shipped to California *via* the Union Pacific Railroad will be consigned to the United States quartermaster at Omaha, who, in accordance with instructions from the Secretary of War, issued at the request of this Department, is to pay charges thereon and forward them to their destination.

This is to prevent detention of the stores at Omaha, which is often the case. All expenses incurred by the quartermaster are to be paid by the appropriate Bureaus on his furnishing the bills to this Department.

GEO. M. ROBESON,

Secretary of the Navy.

GENERAL ORDER, No. 161.

February 21, 1871.

Officers ordered to a vessel preparing for a foreign cruise, who shall have received an advance, and shall have been detained beyond the time covered in the advance,

shall have the same checked against them by the paymaster; but may, upon proper application, receive an additional advance at the discretion of the Secretary of the Navy.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 162.

March 25, 1871.

At a Naval General Court-Martial convened October 20, 1870, at the navy yard, Washington, D. C., Passed Assistant Paymaster *Charles H. Lockwood*, of the Navy, was tried on the charges of "*Scandalous conduct, tending to the destruction of good morals*," and "*Embezzlement*," was found guilty of both charges, and sentenced "to be dismissed from the Navy; to be imprisoned for five years, in such legal place of confinement as the Secretary of the Navy may designate, and to be fined in the sum of two thousand dollars."

The sentence in this case, in common with others of a kindred character, which have been tried by the same courts, presents for the consideration of the revising authority some questions of very great doubt and difficulty.

It was tried by a Court of the highest naval authority, who have faithfully endeavored to discharge their duty without prejudice or favor, and if they have failed to reach a right conclusion, in any particular, it has been by reason of conflicting legal provisions and opinions, and in pursuit of a wise policy, which accepted the construction most adequate for the punishment of wrong, and left to the revising authority all questions of restricting inferences and want of power for enforcement.

After some hesitation I have arrived at the conclusion that so much of the sentence in this case as imposes fine and imprisonment is illegal, and cannot be enforced. The act of July, 1862, "for the better government of the Navy," after giving to naval courts-martial the power to adjudge the punishment of death in certain specified cases, further provides, in Article Six (6), that in the particular cases where the punishment might have been death, the sentence may be imprisonment for life, or for a term; and that, *in these cases*, the sentences may be carried into execution in the penitentiaries under the control of the United States, or the use of which may have been allowed by the legislatures of the States. This is the only special provision of law, applicable at this time, which specifically confers upon naval courts-martial the power of imprisonment as a punishment, and gives the use of the civil prisons at the command of the Government for the carrying out of the sentences of naval courts. This provision is, by its terms, confined to certain specified offenses of the highest grades. The offenses proved in this case, though of a very serious nature, affecting the character of the service as well as the interests of the Government, are not among those for the punishment of which Congress has provided specially in this article. By every principle of legal construction the specific restrictions of the article referred to limit the general powers given to naval tribunals for the punishment of other offenses not included under its provisions, and the words "such punishment as a court-martial shall adjudge" when afterwards used in the act, and referring to offenses of a lower grade not within the limits of Article Six (6), must be held to mean some legal punishment other than that which is, in the provisions of that article, limited to those of a higher grade.

This conclusion seems to me inevitable. The ruling of the Department since the passage of the act has generally been in accordance with it, and in a case of great importance, its propriety was maintained by my predecessor, against adverse opinion, with a becoming steadfastness. But the same conclusion is naturally reached on general principles. All general powers of punishment given to naval courts-martial are, of course, limited by the power and means legally at the command of the Department for their enforcement. They must be held to refer only to such punishments as are sanctioned by the laws, regulations, and customs of the service, and they can never extend to such as the Department has no proper or legal means of executing. In this view the imposition of a pecuniary fine, as a punishment, is not within the general powers given to naval courts-martial by the act referred to, since neither the courts nor the Department have at their command process or other means of enforcing and collecting it. The sentence of imprisonment for a term of years by a naval court-martial as a punishment for an offense, for the punishment of which the Department has no means of legal imprisonment legally at its command, is, on the same principles, clearly nugatory. The use of the public prisons for carrying into execution sentences of naval courts-martial is given only by Article Six (6) of the act before referred to, and is, by the specific restriction of that article, confined, as I have said, to offenses of the higher grade therein referred to. This use is not at the command of the Department for the punishment of the offenses found in this case.

The only other means of confinement at the command of the Department is in the confined prison quarters on ship-board, or in some small cells which are provided at the marine barracks in the various navy yards. These are intended and chiefly used

for short terms of punishment for the enforcement of discipline, and for the temporary safe-keeping of prisoners held for trial for serious offenses. Necessarily of narrow compass, and not constructed nor intended for the purposes of long imprisonment, they are neither commodious nor secure, and have not the proper arrangements to make them healthful, beneficial, or humane. While criminals of the highest grade, convicted on deliberate trial by jury, under the careful provisions of the criminal law, are guarded in their imprisonment by humane and wise laws, providing for and regulating their moral, mental, and physical health, and looking to their improvement and ultimate reform, I do not feel that imprisonment for long terms, in cells like those I have mentioned, on the sentence of a court-martial, under the summary processes of military law, for the offenses found in this case, is either authorized by law, sanctioned by custom, or justified by humanity.

The discipline of the naval service must be strict, the tribunals for its enforcement must be summary, and their legal sentences should be carried into execution without regard to technicalities which do not effect the substantial rights of persons or the precedents of the service. But in cases of serious question, for offenses not against discipline or mere military law, and where there is concurrent civil jurisdiction, I am unwilling to exercise the discretion imposed upon me for the execution of such a sentence, the legality of which is doubtful when enforced by military authority, for offenses which may be pursued and properly punished by the criminal courts of the country.

The provisions of the act of 1863, which may be cited to sustain this sentence, are not, in my opinion, applicable under proper constitutional construction, and the restrictions of the act itself to these offenses at the times when they are found to have been committed; if this were otherwise, the same objection of want of power of proper execution would apply with equal force, since this act makes no provision on that subject.

There are other reasons of a somewhat technical nature which might seriously embarrass the execution of that part of this sentence which imposes fine and imprisonment, but I prefer to rest my decision on the broader grounds of legal authority and proper administration. The finding in this case is therefore approved, and so much of the sentence of the court as sentences the accused to dismissal from the service is approved and confirmed; and so much of the sentence as sentences to fine and imprisonment is disapproved and set aside.

The cases of Paymaster James S. Giraud and Paymaster William G. Marcy were tried by the same Court, for offenses of similar character, and the sentence in each includes, besides dismissal from the service, a fine and imprisonment for a term of years. In each of these cases so much of the sentence of the Court as sentences the accused therein to dismissal from the service is approved and confirmed; and so much thereof as sentences him to fine and imprisonment is disapproved and set aside.

At the same Court Paymaster Richard Washington was tried upon the charges of "*Scandalous conduct, tending to the prejudice of good morals, good order, and naval discipline,*" and "*Embezzlement,*" and upon an "additional charge," preferred after the commencement of his trial, of "*Neglect of duty.*"

The facts developed by the trial of this officer present a case materially different from what the Department had been led to suppose when the first charges were framed; and the Court have found that the main allegation against him—that he had converted the public money intrusted to him to his own use—is not sustained by proof. The evidence and findings in the case show the accused to have been guilty of neglect of duty only, under extenuating circumstances. The sentence of fine and imprisonment is therefore, and on account of the recommendation of clemency by the Court, set aside, and the sentence of dismissal mitigated to suspension from rank, duty, and pay for six months, to take effect from this date.

Paymasters William G. Marcy and James S. Giraud, and Passed Assistant Paymaster Charles H. Lockwood will, in conformity with the sentences of dismissal, from this date cease to be officers of the Navy.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

June 5, 1871.

The instructions of the Navy Department already provide that seamen extra, ordinary seamen extra, and landsmen employed as coal-heavers are to receive 33 cents extra pay per diem, from and including the day the fires are lighted until and inclusive of the day after they are hauled; and this clause forms a portion of the Shipping Articles.

It is to be understood, however, that this extra pay is to apply to all the above-described men of the engineer's force only when the fires are lighted under the main boilers for steaming purposes. When steam is raised on one of the main boilers, or on a donkey boiler, for distilling water or for heating ship, or for any other purpose,

only the number of men requisite to perform such duty shall be employed, who are to receive 33 cents extra per diem, as above directed, from and including the day the fires are lighted to and inclusive of the day after they are hauled.

The same men will not be employed on the next occasion, but another set, and another on the next, if such subdivision shall be possible, and so on, alternately, during the cruise, so as to equalize the pay and the duties among all the men composing the engineer's force.

While the steam-launches or cutters are in use, the most competent and trusty men of the engineer's force will be selected for service in them, and will receive 33 cents extra pay per diem while so employed; but the pay of any one of the engineer's force shall not in any case exceed the pay of firemen and coal-heavers per month.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 163.

September 1, 1871.

General Order, No. 159, for the more economical administration of the naval service, dated August 29, 1870, having been, from various causes, relaxed to some extent during the past year, is hereby renewed, and will be hereafter conformed to, with modifications as follows:

I. From and after the 1st of October next no retired officer of the Navy above the rank of lieutenant commander, except naval constructors, shall be assigned to or remain upon regular active duty except as member of the Light-house Board and at the Naval Asylum; and the regular term of duty for retired officers ordered to or remaining upon duty on said Board or at the Asylum shall not be held to exceed two years without special orders therefor.

All officers coming within the above provisions, now on active duty, are relieved from the 1st day of October next, except those on the Light-house Board or in command at the Naval Asylum, or of navy yards or stations, who will be relieved upon the reporting of the officers ordered for their relief.

II. The second section of General Order, No. 159, is hereby rescinded.

III. The third section of General Order, No. 159, will remain in force.

IV. The boards for the examination of officers for promotion and for the retired list are hereby consolidated into one, and will hereafter consist of not more than five members.

V. No more officers shall be ordered to the several navy yards and stations than will be necessary to discharge the duties required there, unless when they are ordered for the purposes of exercise and instruction.

This order is made after careful consideration, and is believed to be in accordance with the spirit of existing laws and necessary for the welfare of the service, and it will not be relaxed in any instance.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

September 29, 1871.

The following is a list of the medals of honor awarded by the Secretary of the Navy which have not been called for, and can be obtained by those entitled to them by applying to the Department and furnishing evidence of their identity.

List of names can be had at the Department.

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards and Commanders of Squadrons.

CIRCULAR.

October 3, 1871.

The following modifications of, and additions to, previous regulations and circulars are hereby ordered:

OCCUPATION OF ROOMS.

In 1st and 2d-class vessels rooms in the ward-room will be occupied as follows:

Starboard Side.

Forward room.....	Executive officer.
Next aft.....	Navigation and ordnance officer.
All rooms abaft these by.....	Line officers according to rank.

Port Side.

Forward room	Chief engineer.
Next aft	Paymaster.
Next aft	Surgeon.
Next aft	Senior marine officer.
Next aft	Chaplain.
Next aft	Secretary.
All rooms abaft these by	Staff officers according to rank.

UNIFORM.

Masters will wear the epaulettes, cocked hat, and shoulder straps prescribed for officers of that grade in the Uniform Regulations of December 1, 1866.

The uniform to be worn by a secretary to a commander-in-chief of a fleet or commander of a squadron will be as prescribed in the Regulations of December 1, 1866.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

October 23, 1871.

Employés in this Department from New Jersey may be allowed ten days' of absence, for the purpose of registering and voting at the approaching election in that State.

By direction of the Secretary of the Navy.

HOLMES E. OFFLEY,
Chief Clerk.

CIRCULAR.

November 13, 1871.

The Department finds it necessary to call attention to the practice, which prevails to a considerable extent in the Navy, of telegraphing to the Secretary of the Navy and the chiefs of the Bureaus, at the *public expense*, upon matters of a personal nature, such as applications for detachment or orders, extension of leave, &c., which are not for the promotion of the public interests, but for the accomplishment of private ends. Messages of such character, if sent, should be paid by the parties sending them.

In telegraphing at Government expense, officers will be careful to make their messages as brief as a due regard to intelligence will admit. The ocean telegraph should be used prudently, and in cases of importance only.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 164.

November 15, 1871.

Assistant surgeons shall hereafter not be examined for promotion, until they shall have served two years on board a public vessel of the United States at sea.

GEO. M. ROBESON,
Secretary of the Navy.

NAVY REGULATION CIRCULAR.

December 1, 1871.

The Regulations for the government of the United States Navy, established March 31, 1870, are hereby amended so as to conform to section 5 of the act making appropriations for the naval service approved March 3, 1871.

Paragraph 633 will read as follows:

Medical, pay, engineer officers, and others not of the Line, and not classified by law, are placed in the Navy Register in the following order:

Medical directors.	Chief engineers.
Medical inspectors.	First assistant engineers.
Surgeons.	Second assistant engineers.
Passed assistant surgeons.	Chaplains.
Assistant surgeons.	Professors of mathematics.
Pay directors.	Carpenters.
Pay inspectors.	Sailmakers.
Paymasters.	Secretaries.
Passed assistant paymasters.	Clerks.
Assistant paymasters.	

Paragraph 635 will read as follows:

The relative rank between line officers and medical, pay, engineer, and other officers not of the Line, is regulated by law as follows:

Medical directors.	}	Relative rank of captain.
Pay directors.		
Chief engineers—first 10.		
Naval constructors—first 2.		
Chaplains—first 4.	}	Relative rank of commander.
Medical inspectors.		
Pay inspectors.		
Chief engineers—next 15.		
Naval constructors—next 3.	}	Relative rank of lieutenant commander or lieutenant.
Chaplains—next 7.		
Surgeons.		
Paymasters.		
Chief engineers—next 45.	}	Relative rank of lieutenant or master.
Naval constructors—remainder.		
Chaplains—next 7.		
Passed assistant surgeons.		
Passed assistant paymasters.	}	Relative rank of master or ensign.
First assistant engineers.		
Assistant naval constructors.		
Assistant surgeons.		
Assistant paymasters.	}	Relative rank of lieutenant.
Second assistant engineers.		
Secretary to the Admiral.		
Secretary to the Vice-Admiral.		

Paragraph 878 is annulled, its provisions having been changed by section 8 of the act of July 15, 1870.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 165.

December 5, 1871.

All applications, requisitions, or communications which, under law or regulations, require the approval or disapproval of the officer or officers through whom they are sent, shall be forwarded under the actual signature of such officer or officers.

All communications which are required to be merely forwarded may be transmitted under the indorsement of the chief of staff, or secretary, by order of the senior officer present.

General Order, No. 115, is hereby revoked.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 166.

December 12, 1871.

Officers of the Pay Corps of the Navy will hereafter issue no checks against their official deposits except in pursuance of law and regulations, as follows:

For money for payment of navy yard and station rolls.

do. do. ships' rolls.
do. do. advances to seamen.

To pay, or for money to pay, allotments.

do. do. do. officers.
do. do. do. traveling expenses.
do. do. do. authorized vouchers.

And to transfer money from one pay officer to another, by special order of the Secretary of the Navy, in each case.

When a vessel is ordered to sea the pay officer thereof is authorized to draw from the Treasury the balance of money standing to his credit.

In all cases a brief statement on the face or back of the checks should show the purpose for which they are drawn.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 167.

December 15, 1871.

The Department, with a view of establishing greater uniformity in the examinations of officers preliminary to promotion, as required by the act of Congress approved April 21, 1864, and also of obtaining a more accurate knowledge of their professional and moral qualifications than can be arrived at under the practice heretofore pursued, has determined that all such examinations shall be held, in future, in Washington.

Officers entitled to advancement, who are serving abroad, will be promoted subject to examination on their return to the United States, unless it should be deemed expedient, in certain cases, to order them home for immediate examination.

It is evident that no reference can be had to the files and records of the Department by any Board in session elsewhere.

GEO. M. ROBESON,

Secretary of the Navy.

GENERAL ORDER, No. 168.

January 6, 1872.

At a Naval General Court-Martial convened at the navy yard, New York, October 31, 1871, Commander *Alexander A. Semmes*, of the Navy, was tried on the following charges:

1. "Inflicting cruel and unlawful punishments on persons under his command."
2. "Abuse of his official power."
3. "Oppressive and inhuman conduct, unbecoming an officer and a gentleman."

Of each and all these charges he was found guilty, and the Court sentenced him to be suspended from duty and rank for three years, and to be reprimanded in a general order by the Hon. Secretary of the Navy.

The first of the articles for the better government of the Navy enjoins upon all commanders of vessels to show in themselves an example of subordination. Charged as they are with the high and responsible duty of administering the law on board the ships and among the persons whom the law has intrusted to their care, often beyond the reach of revision or appeal, it is clearly their own first duty themselves to obey the law.

The 10th article of the code above referred to defines, with great precision, what punishments a commanding officer may inflict, and declares, in the most positive terms, that no other punishment than those enumerated shall be *permitted* on board vessels belonging to the Navy, except by sentence of a general or summary court-martial.

Commander *Semmes* has been found guilty by a court composed of his brother officers of permitting and inflicting punishments unauthorized and illegal, and in some instances cruel, and he stands before the Department and the service, and before the country, convicted not only of the grave error of mistaking severity for discipline, but of the crime of disregarding the legal rights and immunities of the men made dependent upon him for the enjoyment of these rights, and for common justice; and of punishing them in direct violation of the provisions of the law by which alone he was authorized to inflict any punishment whatever.

Such action cannot be justified by any conditions, and will not be tolerated under any circumstances; and the sentence of the Court in this case must be sustained, not only as a punishment to Commander *Semmes*, but in the hope that it may operate as a warning to all who, intrusted like him with authority, are like him found to be unmindful or reckless of the rights of those who are placed under them; and to give an assurance to the service and to the country that every such instance, when clearly established, will be severely punished.

The service must understand and appreciate the fact that the Navy exists and is maintained by law alone; that its officers are superior in authority to the enlisted men only because the law has so elevated them; and that it is the interest of all officers, as well as their duty, to adhere with scrupulous fidelity to the laws enacted for their guidance.

The Court has dealt very leniently with Commander *Semmes*, led thereto, perhaps, by the conviction that a brave and zealous officer has been misled by wrong traditions and false ideas of discipline. Had it pronounced a much severer sentence the Department would not have failed to approve it. It only remains for it to declare that the finding and sentence of the Court are approved, and will be carried into effect, and that this order will be published as the reprimand provided for in the sentence.

GEO. M. ROBESON,

Secretary of the Navy.

GENERAL ORDER, No. 169.

February 8, 1872.

Medals of honor are hereby awarded to the following named seamen and marines, who have distinguished themselves in battle, or by extraordinary heroism in the line of their profession:

IN THE ATTACK ON AND CAPTURE OF THE COREAN FORTS, JUNE 11, 1871.

Hugh Purvis, private marine, U. S. S. Alaska, who was the first to scale the walls of the fort and who captured the flag of the Corean forces. [Appointed corporal, July 20, 1871.]

James Dougherty, private marine, U. S. S. Benicia, for seeking out and killing the commanding officer of the Corean forces.

Michael McNamara, private marine, U. S. S. Benicia, for gallantly advancing to the parapet, wrenching the matchlock from the hands of an enemy, and killing him.

Cyrus Hayden, carpenter, U. S. S. Colorado, color-bearer of the battalion, for planting his flag on the ramparts of the citadel and protecting it under a heavy fire from the enemy.

Frederick Franklin, quartermaster, U. S. S. Colorado, who assumed command of Company D after Lieutenant McKee was wounded, and handled it with great credit until relieved.

Alexander McKenzie, boatswain's mate, U. S. S. Colorado, who received a sword-cut in the head while fighting at the side of Lieutenant McKee.

William Troy, ordinary seaman, U. S. S. Colorado, fighting at the side of Lieutenant McKee, and specially commended by the latter after being wounded.

Samuel F. Rogers, quartermaster, U. S. S. Colorado, wounded while fighting at the side of Lieutenant McKee.

John Coleman, private marine, U. S. S. Colorado, for fighting hand-to-hand with the enemy and saving the life of Alexander McKenzie.

Michael Owens, private marine, U. S. S. Colorado, fighting hand-to-hand with the enemy, and badly wounded.

Charles Brown, corporal of marines, U. S. S. Colorado, assisted in capturing the Corean standard in the center of the citadel.

ON THE OCCASION OF, AND SUBSEQUENT TO, THE WRECK OF THE U. S. STEAMER SAGINAW, ON OCEAN ISLAND REEF, OCTOBER, 1870.

William Halford, coxswain, sole survivor of the boat's crew sent to the Sandwich Islands for assistance.

[Promoted to acting gunner, and also entitled to a gratuity of one hundred dollars.]

IN THE HARBOR OF VILLE FRANCHE, DECEMBER 15, 1871.

Isaac Sapp, seaman extra, U. S. S. Shenandoah, for jumping overboard and assisting Midshipman Miller in saving Charles Prince, seaman, from drowning.

IN THE ATTACK ON FORTS JACKSON AND ST. PHILIP, APRIL 24, 1862.

Thomas Lyons, at present a boatswain's mate on board the Saco, who was lashed outside the U. S. S. Pensacola, on the port sheet chain, with lead in hand, to lead the ship past the forts, and never flinched, although under a heavy fire from the forts and rebel gunboats.

The Department takes pleasure in calling attention, in this General Order, to the following-named seamen and marines, who, although not recommended for the higher distinction of medals of honor, are entitled to great credit for their good and brave conduct.

IN THE ATTACK ON THE COREAN FORTS.

John Kelly, H. M. Tolman, and John B. Butler, privates marines; James Martin, chief boatswain's mate; Joseph Carroll, captain of the main-top; John McDevitt, ship's corporal; Norman C. Roberts, captain mizzen-top; James Smith, captain mizzen-top; W. C. Colquehoun, coxswain; John Thompson, Richard Andrews, and George Duncan, seamen; and Thomas Woods, ordinary seaman, of the U. S. S. Alaska, who captured flags inside of Fort McKee.

Thomas H. Baker (promoted to a sergeant October 16, 1871), Daniel Barry, John Bourke, Chas. C. Collins, William Dever, George MacIntyre, privates marines; M. Brickley and J. Brady 2d, captains of forecandle; J. Kelley, M. Anderson, and P. Engen, seamen; Edward Mead, seaman extra; B. Charles, J. Andrews, J. Brady 1st, and John Lawrence, ordinary seamen; William Tate, ordinary seaman extra; of the U. S. S. Benicia, who captured flags.

John Adams, boatswain's mate; Otto Bruske, ship's writer; William Higgs, ordinary seaman; George Johnson and James Carr, landsmen; of the Benicia, who were among the first in the citadel and repelled a charge made on Lieutenant McKee, forcing the enemy back from the portion of the citadel where that gallant officer fell.

ON THE OCCASION OF THE LOSS OF THE SAGINAW.

Henry D. Vivian, Daniel Collins, and John Kelly, seamen, who were engaged in the holds of the vessel, saving provisions, when there was great probability of the holds being crushed in, they having much water in them, and the sea breaking in with violence.

Solomon Graves, cabin cook; George Wanchope, ward-room cook; Walter J. Evans and Dennis M. Hayes, ordinary seamen; John H. Wallace, ordinary seaman extra; John Reilley, landsman extra; Michael Lynch, seaman; Martin Doran, landsman; for working in the holds at various times, when it was dangerous to do so, owing to the force of the sea and weakness of the hold timbers and stanchions.

James Toshack, gunner's mate, getting into davit boat, and hooking halliards under perilous circumstances.

ON BOARD THE MERCHANT STEAMER CITY OF HOUSTON, WHEN IN A CYCLONE,
AUGUST, 1871.

Edward Norton, Charles Williams, Thomas Perry, William Walsh, Angel Daniels, and Edward Hopkins, seamen; and Charles Miller, landsman.

These persons, forming a part of draft of men which had taken passage in the vessel, worked unceasingly during three days and four nights, and received special mention from their commanding officer for energy and zeal.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

February 13, 1872.

The Department directs the attention of commanding officers of vessels to the 1st section of the act of Congress approved March 2, 1855, as follows:

"That it shall be the duty of every commanding officer of any of the vessels of the Navy, on returning from a cruise, to forward, immediately on his arrival in port, to the Secretary of the Navy, a list of the names of such of the crew who enlisted for three years, as in his opinion, on being discharged, are entitled to an honorable discharge, &c., &c., &c."

In this connection the Department orders that, when a ship returns from a cruise and her crew is to be discharged, men who are recommended for honorable discharge or continuous-service certificates shall not be discharged nor paid off until their honorable discharge or continuous-service certificates have been received from the Bureau of Equipment and Recruiting and distributed to the men.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

February 21, 1872.

In the assignment of quarters in the navy yards the following order will be observed:

1st, Commandant; 2d, executive officer; 3d, constructor; 4th, engineer; 5th, equipment officer; 6th, ordnance; 7th, civil engineer; 8th, surgeon; 9th, paymaster; 10th, second to executive officer.

This order is based on the comparative necessity for the constant presence of the officers near their duty, respectively, and will be carried out as the houses become vacant by detachment of occupants.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 170.

February 26, 1872.

Officers of the Pay Corps of the Navy, attached to vessels destined for foreign stations (except the North Atlantic), will, immediately before sailing from the United States, deposit, in the nearest United States depository, all "currency" funds in their possession.

One copy of the certificate of deposit must be forwarded to the Fourth Auditor, and the Bureau of Provisions and Clothing notified of the deposit.

The commanding officer of the vessel will give to the paymaster timely notice of his intention to sail, in order that the deposit may be made, and will, before leaving the waters of the United States, report the execution of this order to the Navy Department.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

March 14, 1872.

Hereafter all steam generators in navy yards will be inspected quarterly by the chief engineer of the yard, who will report to the commandant their condition, the steam pressure which they may safely be subjected to, and make such suggestions as, in his opinion, will add to their safety and efficiency.

When changes or repairs to a generator are recommended by the chief engineer of the yard the commandant will forward such recommendations to the chief of the Bureau to which such generator belongs for instructions.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 171.

March 30, 1872.

The attention of disbursing officers of the Navy is called to the following act of Congress, and Circular No. 15, from the Treasury Department.

Blank bonds can be obtained on application to the Paymaster General of the Navy.

GEO. M. ROBESON,
Secretary of the Navy.

AN ACT TO AUTHORIZE THE PAYMENT OF DUPLICATE CHECKS OF DISBURSING OFFICERS.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in place of original checks, when lost, stolen, or destroyed, disbursing officers and agents of the United States are hereby authorized, after the expiration of six months from the date of such checks, and within three years from such date, to issue duplicate checks, and the Treasurer, Assistant Treasurers, and designated depositaries of the United States are directed to pay such checks, drawn in pursuance of law by such officers or agents, upon notice and proof of the loss of the original check or checks, under such regulations in regard to their issue and payment, and upon the execution of such bonds, with sureties, to indemnify the United States, as the Secretary of the Treasury shall prescribe: *Provided,* That this act shall not apply to any check exceeding in amount the sum of one thousand dollars.

SEC. 2. That in case the disbursing officer or agent by whom such lost, destroyed, or stolen original check was issued, be dead, or no longer in the service of the United States, it shall be the duty of the proper accounting officer, under such regulations as the Secretary of the Treasury shall prescribe, to state an account in favor of the owner of such original check for the amount thereof, and to charge such amount to the account of such officer or agent.

Approved February 2, 1872.

[No. 15.]

1872.

INDEPENDENT TREASURY CIRCULAR, No. 4.

INSTRUCTIONS CONCERNING DUPLICATE CHECKS.

TREASURY DEPARTMENT, February 2, 1872.

In compliance with the requirements of the preceding act of Congress, the following regulations are established:

Immediately upon the loss of a check, the owner, to better protect his interest, should, in writing, notify the office or bank on which it was drawn of the fact of such loss, stating the name of the officer or agent by whom it was drawn, describing the check, giving, if possible, its date, number, and amount, and requesting that payment of the same be stopped.

In order to procure the issue of a duplicate check, the party in interest must furnish the officer or agent who issued the original check with an affidavit, giving the name and residence of the applicant in full, describing the check and its indorsements, showing his interest therein, detailing the circumstances attending its loss, and what action, if any, he has taken to stop payment thereon. The affidavit must be made and signed before an officer authorized to administer oaths generally, and he must certify that he administered the oath. He must also furnish to the same or agent a bond, executed on the accompanying form and according to these instructions, which will be furnished to any officer or agent applying for them.

The affidavit and the bond when executed are to be indorsed by the officer or agent as having been submitted to him, and as being the proof and security upon which he has acted. After the expiration of six months from the time the original check was issued, the officer or agent will issue a duplicate, which must be an exact transcript of the original, especial care being taken that the number and date correspond with those of the original. These he will, without delay, forward to the Secretary of the Treasury, who, upon their receipt, will advise the office or bank on which the check was drawn that an application for a duplicate is pending, and the bank or office will immediately inform the Secretary whether a request has been made to stop payment of the original, and whether such original has been presented or paid, and, if not, a caveat will be entered and payment will thereupon be stopped.

If the information obtained is satisfactory to the proper accounting officer of the Treasury, and he approves of the issue of the duplicate and of the accompanying bond, he will certify such approval in writing, on the papers, as well as on the duplicate check, and return them to the Secretary of the Treasury.

Any duplicate check issued in pursuance of these instructions, bearing such certificate and the approval of the Secretary of the Treasury, may, if properly indorsed, be paid by the Treasurer, the Assistant Treasurer, or depositary on whom it is drawn, subject to the same rules and regulations as apply to the payment of original checks; but no duplicate shall be paid if the original shall already have been paid.

In case of the loss of a check issued by a United States disbursing officer or agent who is dead or no longer in the service of the United States, the affidavit or bond required to be furnished by the owner of said check to an officer or agent in the service of the United States, prior to the issue of a duplicate check, should be forwarded to the Secretary of the Treasury, who will refer them to the proper accounting officer for examination and the statement of an account in favor of the owner of said check, as provided for in the second section of the above act.

Whenever such an account shall have been stated, and an officer or agent charged with the amount of any duplicate check, the final accounting officer will notify the Secretary of the Treasury, in order that the amount of the original check, if remaining to the credit of the officer or agent in any United States depository, may be repaid into the Treasury and carried to his credit and to the credit of the proper appropriation.

These regulations apply only to checks drawn for sums less than \$1,000.

GEO. S. BOUTWELL, *Secretary.*

CIRCULAR.

April 1, 1872.

The pay officer to whom the ninth house at navy yards is assigned by the Department's Circular of February 21, 1872, will be the pay officer who is receiver and inspector of stores, and represents the Bureau of Provisions and Clothing.

Should there be more than ten houses, the navigation officer will occupy the eleventh, and the paymaster of the yard the twelfth, if there be that number.

The order in which officers are named in the circular referred to is not intended to give any priority of selection.

Whenever there shall be houses for all the officers mentioned in the circular, they will be occupied as heretofore; otherwise as the present occupants shall be detached. The officer first entitled to quarters shall occupy the first vacant house.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

April 11, 1872.

The vessels of the Navy have been grouped into classes, in addition to rates, for the assignment of allowances of different kinds.

Marine officers will not be assigned to steam-vessels of the 3d rate unless specially directed by the Department, and marine guards will be detailed in accordance with the rate and class as herein grouped:

Colorado and class	aggregate guard ..	50
Nevada, Antietam and classes	do	45
Lancaster, Albany and classes	do	36
Powhatan and class	do	30
Saranac, Lackawanna, Alaska and classes	do	25
Juniatta and class	do	24
Dacotah and class	do	22
Ashuelot, Michigan and classes	do	18
Nantasket and class	do	16
Kansas and class	do	13

When the vessel is detailed as a flag-ship the aggregate number of marines will be increased by five.

The number of non-commissioned officers, musicians, and privates to form each guard will be determined by the commandant of the corps.

Sailing vessels now in commission will retain marine guards as now detailed, and in case of others being put in commission will be given a guard of the same number as when last in commission.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 172.

April 26, 1872.

General Order, No. 112, of March 17, 1869, is hereby revoked, but the revocation is not to effect paragraph 57 of the Navy Regulations of 1870, relative to the detention of officers or crews on a foreign station.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

May 16, 1872.

The Circular Letter of this Department issued February 10, 1871, regarding shipments of stores to California, overland, is modified as follows: Instead of the stores being shipped and consigned to the U. S. Quartermaster at Omaha, they will be transferred to the Quartermaster's Department either at New York or Philadelphia, as may be the more convenient, which will receive and forward them as army stores are forwarded.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

May 16, 1872.

It appears to the Department that punishment by confinement in double irons is too freely imposed by Summary Courts-Martial. It is a severe punishment, and as a general rule should not be resorted to, or at least not imposed for any considerable period, except where the offense has been grave or the offender has given indications of being incorrigible by milder punishment.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 173.

May 17, 1872.

Officers commanding foreign stations will be addressed officially in correspondence as commanding U. S. naval forces of the station to which they are assigned, viz:

Rear Admiral _____, U. S. Navy,
Commanding U. S. Naval Force
on _____ Station.

Chiefs of staff will not be usually assigned to officers commanding stations. The officer commanding the flag-ship will perform the duties of chief of staff in addition to his ordinary duties.

No survey on a vessel in commission will be held without the authority of the Department, either in our own or in foreign ports, unless the supposed defect shall have occurred from the vessel getting on shore or from some accidental cause, as collision for instance.

Surveys on machinery, outfits, stores, and provisions will be held as provided for heretofore by Navy Regulations.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

May 18, 1872.

The Department has adverted to the frequent use by Summary Courts-Martial of punishment by confinement in double irons. There is another punishment—confinement on bread and water—which, though authorized by law, is liable to be inadvertently imposed in cases where consequences not contemplated by the law would ensue, such as permanent injury to the health of the prisoner. Summary Courts will therefore exercise care and discretion in resorting to this punishment, and not award it in any case for a longer period, consecutively, than five days.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 174.

June 6, 1872.

Whenever an officer at sea, or ordered to sea, shall be relieved at his own request or instance, he shall have no claim for shore duty until he shall have made a cruise of the usual length.

When an officer shall be transferred from one shore station to another, the time spent at all the several stations shall be put together and counted as his term of shore service, at the expiration of which he must, at all times, hold himself in readiness to join a ship without delay.

It is proper that junior officers should have the opportunity to acquire, as rapidly as possible, the requisite experience at sea, and that the more constant and severe duties of the service should devolve upon them; they must therefore expect little employment on shore, and must, at all times, hold themselves ready for sea service.

All officers are reminded of the impropriety of seeking to evade their proper tours of professional duty, on personal considerations or through the intervention of influential friends, thus seeking to impose upon others service which it is their own duty to perform, and perhaps hardships and dangers which belong of right to themselves.

GEO. M. ROBESON,

Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR No. 2.

June 11, 1872.

The Regulations of March 31, 1870, are so far modified that commanders-in-chief of naval forces will require the report of the sailing qualities of ships to be made and forwarded quarterly, instead of annually as now directed.

GEO. M. ROBESON,

Secretary of the Navy.

GENERAL ORDER, No. 175.

July 8, 1872.

On and after the first day of October next the Pacific Station will be divided into two stations, to be named, respectively, the North Pacific Station and the South Pacific Station.

The North Pacific Station will embrace all that portion of the present Pacific Station lying north of the Equator, except so much of the west coast of South America and of the Isthmus as lies between the Equator and Panama.

The South Pacific Station will embrace the west coast of the Isthmus and of South America lying between Panama and the Equator, and the west coast of South America and the islands and waters of the Pacific lying south of the Equator as far west as the 150th meridian, and will include, in addition, the coast and seaports of Australia.

The harbor of Panama will be considered as attached to both stations.

GEO. M. ROBESON,

Secretary of the Navy.

GENERAL ORDER, No. 176.

July 9, 1872.

Medals of honor are hereby awarded to the following persons in the naval service who have distinguished themselves in battle, or by other commendable acts of heroism:

Hugh King, ordinary seaman, U. S. S. *Iroquois*, who jumped overboard, in the Delaware river, September 7, 1871, and saved one of the crew of that vessel from drowning.

George W. Cutter, landsman, U. S. S. *Powhatan*, who jumped overboard at Norfolk May 27, 1872, and aided in saving one of the crew of that vessel from drowning.

Richard Pile, ordinary seaman,

John Johnson, seaman,

John O'Neil, boatswain's mate,

John Hill, chief quarter-gunner,

Austin Denham, seaman,

James Smith, seaman,

of the U. S. S. *Kansas*; all of whom, on the occasion of the drowning of Commander A. F. Crosman and others, near Greytown, Nicaragua, April 12, 1872, displayed great coolness and self-possession, and by extraordinary heroism and personal exertion prevented greater loss of life.

John Andrews, ordinary seaman, U. S. S. *Benicia*, who, in passing the forts in Corea, June 1, 1872, was stationed at the lead. Standing on the gunwale of the *Benicia's* launch, lashed to the ridge-rope, he remained unflinching in this dangerous position and gave his soundings with coolness and accuracy under a heavy fire.

GEO. M. ROBESON,

Secretary of the Navy.

GENERAL ORDER, No. 177.

July 18, 1872.

Navy officers and other persons traveling under orders or authority derived from the Navy Department, who shall be furnished with passes, passage tickets, or transportation in any way or kind at the expense of the United States, shall not be paid

mileage and the cost of such transportation. The Government has the right of election in such cases either to transport or to allow mileage, and when one or the other has been done, it is to be considered a finality.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 178.

August 5, 1872.

All communications, orders, bills, requisitions, and papers which, by law or regulation, are to be signed, approved, or forwarded by the chief of any Bureau of the Department, or by the commanding officer of any ship, navy yard, or station, must be actually signed by such chief of Bureau or commanding officer; and in case of any absence of any commanding officer, of such character, duration, or extent as to leave the ship, navy yard, or station practically in command of the line-officer next in rank to the commanding officer, such communications, orders, bills, requisitions, and approvals, shall be signed by said line-officer, for the time being practically in command, as captain (commander, &c.), commanding.

No one is hereafter authorized to sign "for the commandant" actually in command, and that term will be no more used.

In case of the actual absence of the chief of a Bureau, the communications, orders, bills, requisitions, and papers required to be signed by him, should only be signed by the acting chief of such Bureau specially appointed by the President according to law, or by the Secretary of the Navy or person acting as such by authority of the President. The practice of signing communications, orders, &c., by the chief of one Bureau acting for another, without the special authority of the President, is unauthorized.

Any officer of the Navy who may be required to take official action under any regulation of the Department, or any law governing or referring thereto, who may have any doubt of, or may desire instructions or explanation as to the force, meaning, or effect of such law or regulation, or any act or order founded or assumed to be founded thereon, will address his official communication of inquiry to the Navy Department, in accordance with the form prescribed by regulation for communicating with the Department by officers of the Navy.

All official communications by officers of the Navy to the heads or officers of other Departments must be addressed through the Navy Department. Any official question of, or appeal from, any order or action of the Department, by any officer of the Navy, should be addressed to the President, as the common superior, and should be forwarded through the Department, except in cases of refusal or failure to forward, when they may be addressed directly.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 179.

August 5, 1872.

General Order, No. 177, is hereby rescinded, and the following is substituted therefor:

Navy officers and other persons traveling under orders or authority derived from the Navy Department, who shall be furnished with passes, passage tickets, or transportation in any way or kind at the expense of the United States, shall not be paid mileage or the difference between mileage and the cost of such transportation. The Government has the right of election in such cases either to transport or to allow mileage, and when one or the other has been done, it is to be considered a finality.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 180.

October 10, 1872.

The following-named persons, members of the crew of the U. S. S. *Colorado*, who were conspicuous for gallantry in the capture of the Korean forts, June 11, 1871, are hereby awarded medals of honor—the report of their distinguished conduct not having been received at the Department when General Order, No. 169, was issued:

James F. Merton, landsman, and a member of Company D, who was severely wounded in the arm while trying to force his way into the fort.

William F. Lukes, landsman, and a member of Company D, who received a severe cut over the head while fighting inside the fort.

Both of the above-named persons are specially mentioned by their commanding officers as conspicuous for coolness and bravery during the desperate fight.

The persons named below, members of the crew of the U. S. S. Colorado, have been specially reported by their commanding officers as entitled to great credit for good and brave conduct on the occasion of the capture of the Corean forts, though not recommended for the higher distinction of medals of honor:

Company C.

Albert Charlotte and George West, captains of the after-guard; William H. Owens, John Corcoran, John Shoemaker, James Mulling, and Edward Anderson, seamen; Charles H. Morton, ordinary seaman, and William S. Merritt, landsman.

Company D.

Thomas Stevens (2d), boatswain's mate; Martin White and John Lynch, seamen; Charles Wright, ordinary seaman; Peter Vanly, Edgar Crouter, and Irving Haywood, landsmen.

Company E.

James Galvin, tailor; Alexander Frank and Thomas Degan, seamen; Thomas Mannion, Timothy Mahony, and Charles Wilson, ordinary seamen; John S. Risser, John Dunne, Thomas McEvoy, Maxwell Fields, Joseph F. Beck, and Charles Saunders, landsmen.

Medals of honor are awarded also to the following-named persons for heroism in saving, or efforts to save, human life:

George Holt, quarter-gunner, and *Paul Tobin*, landsman, U. S. S. Plymouth, who, at the imminent risk of their lives, jumped overboard in the harbor of Hamburg, July 3, 1871, when a four-knot tide was running, and saved from drowning one of a party who was thrown out of a shore-boat coming alongside the ship.

James Stewart, corporal of the marine guard, U. S. S. Plymouth, who jumped overboard in the harbor of Villefranche, February 1, 1872, and saved Midshipman Osterhaus from drowning.

Alexander Bradley, landsman, U. S. S. Wachusett, who jumped overboard, off Cowes, August 7, 1872, in a strong tide-way, to save Philip Cassidy, landsman, of the Wabash, from drowning.

James Benson, seaman, U. S. S. Ossipee, who, June 20, 1872, at the imminent risk of his life, jumped into the sea, when the ship was going at a speed of about four knots, and endeavored to save John K. Smith, landsman, of the same vessel, from drowning.

A. LUDLOW CASE,

Acting Secretary of the Navy.

November 15, 1872.

SIR: In ordering officers to their domicile, or when relieving them on "waiting orders," the Office of Detail will be guided by the following considerations:

An officer who has been under orders full three years from the date of issue to the date of detachment from a sea-going vessel, may be given orders to return to his domicile. If on sea duty for a less time, or if detached after any length of service from other than sea duty, he will be placed on "waiting orders," unless he be on a foreign station, or at Key West, in which cases, if detached without application to be relieved before the usual period, he will be ordered to his domicile. An officer on duty ordered thence for examination, to a court-martial, or on other temporary duty, will, on its completion, be ordered to return and resume his duties. If on leave, and ordered as above, he will, when the temporary duty is performed, be placed on "waiting orders."

Special cases, where it is thought that traveling expenses should properly be allowed, will be referred by the Office of Detail to the Secretary of the Navy.

Respectfully, &c.,

GEO. M. ROBESON,

Secretary of the Navy.

Commodore DANIEL AMMEN, U. S. N.,

Chief of Bureau of Navigation.

GENERAL ORDER, No. 181.

November 18, 1872.

All officers of the Navy when ordered to the Asiatic Fleet will be entitled to an advance equal to three months' sea-pay, and when ordered to other sea duty to an advance equal to two months' "sea-pay," provided they have not received an advance of pay within the previous twelve months, the statement of the officer as to when he received the last advance being sufficient.

This advance will be paid by any purchasing pay officer on the presentation of his orders by any officer of the Navy.

GEO. M. ROBESON,

Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 3.

November 29, 1872.

Paragraph 1412, Regulations for the Navy, 1870, is amended by omitting after paymaster the words "or any other officer responsible for stores."

Continued Boards of Survey are to be confined to the examination of paymaster's stores.

Paragraph 1413 is amended to conform to 1412.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 4.

January 1, 1873.

Paragraph 1490, Regulations for the Navy, 1870, is rescinded from this date.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR LETTER.

February 11, 1873.

SIR: Your attention is called to the last clause of the act of May 2, 1866, entitled "An act to facilitate the settlement of the accounts of the Treasurer of the United States, and to secure certain moneys to the people of the United States or to persons to whom they are due, and who are entitled to receive the same," by which it is made obligatory upon the disbursing officers of the Navy to report to the Secretary of the Treasury on the 30th day of June of each year succeeding said act to report all checks issued by them remaining unpaid and outstanding for three years or more.

This circular is issued at the request of the Secretary of the Treasury, and if you have issued any check or checks dated on or after three years anterior to the date of this circular you will at once report such fact to the Secretary of the Treasury, stating fully in such report the name of the payee, for what purpose given, the office on which drawn, the number of the voucher received therefor, and the date, number, and amount for which it was drawn, and, when known, the residence of the payee, and hereafter, under the same circumstances, make a similar report on the 30th day of June of each year.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

February 25, 1873.

The attention of disbursing officers of the Navy is called to the following circular issued by the Secretary of the Treasury, amendatory of that of January 2, 1872, relative to public moneys and official checks of United States disbursing officers:

TREASURY DEPARTMENT, February 14, 1873.

That paragraph of Independent Treasury Circular No. 1, of January 2, 1872, limiting transfer checks drawn by one disbursing officer in favor of another to transfers of credits on the books of the depository where they are payable, is hereby revoked.

GEO. S. BOUTWELL,
Secretary of the Treasury.

The paragraph of circular of January 2, 1872, is as follows:

"Transfer checks drawn by one disbursing officer in favor of another will be used only to effect a transfer of credit from the drawer to the payee in the depository where they are payable, and to which they should be transmitted by the payee for such purpose."

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

March 6, 1873.

To enable the Treasury Department to comply with the provisions of the 5th section of the General Legislative, Executive and Judicial Appropriation Act, approved May 8, 1872, all officers of the Navy in making deposits of proceeds of sales of condemned stores, supplies, or other public property, will state, as far as practicable,

the appropriation or appropriations from which the articles sold were originally purchased, the Bureau to which the appropriation pertains, and the character of the articles themselves. This information, if sufficiently brief, can be given for indorsement on the face or back of the certificate; otherwise in an accompanying letter.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 182.

April 2, 1873.

I. At a Naval General Court-Martial convened at the navy yard, Boston, Massachusetts, February 12, 1873, by order of the Secretary of the Navy, dated February 4, 1873, of which Court Commodore E. G. Parrott, U. S. Navy, was president, was tried Lieutenant Commander *Wm. K. Wheeler*, U. S. Navy, upon the following charges and specifications:

CHARGE I.—“Disobedience of orders.”

Specification 1st—In this: that said *William K. Wheeler*, a lieutenant commander in the Navy of the United States, and officially attached to the United States torpedo station at Newport, Rhode Island, being ordered by his superior officer, Lieutenant Commander Bartlett J. Cromwell, of said U. S. Navy, to assist in manning a boat to be used for the purpose of experiment and instruction in laying down torpedoes, refused to obey said order, and then and there disobeyed said order.

All this at said station, at said Newport, on or about the eighth day of January, eighteen hundred and seventy-three.

Specification 2d—In this: that said *William K. Wheeler*, a lieutenant commander in the United States Navy, and stationed for duty at the torpedo station at Newport, Rhode Island, being ordered by Lieutenant Commander Henry B. Robeson, his superior officer, in charge of said station, to assist Lieutenant Commander Bartlett J. Cromwell in experimental duty, refused to obey said order, and disobeyed the same.

All this on or about the eighth day of January, eighteen hundred and seventy-three, at said Newport.

CHARGE II.—“Insubordination and disorderly conduct, to the prejudice of discipline and good order.”

Specification 1st—In this: that said Lieutenant Commander *Wm. K. Wheeler*, an officer of the United States Navy, officially stationed for torpedo duty at Newport, Rhode Island, after refusing to obey the order of his superior officer, Lieutenant Commander Henry B. Robeson, to assist Lieutenant Commander Bartlett J. Cromwell in experimental duty, did, in violation of duty, of good discipline, and of good order, declare to said Lieutenant Commander Robeson that he, said *Wheeler*, while attached to the torpedo station at said Newport, should decline to assist in any experimental duty except such as he, said *Wheeler*, should deem suitable for him, said *Wheeler*, to perform.

All this at said Newport, on or about January eighth, A. D. eighteen hundred and seventy-three.

Specification 2d—In this: that the said *Wm. K. Wheeler*, lieutenant commander in the Navy of the United States, and stationed as aforesaid for torpedo duty at Newport, Rhode Island, by order of the Commander-in-Chief of the Army and Navy of the United States, a duty confidential in character and of the utmost importance to the public safety and welfare, and requiring to be performed solely by commissioned officers, did, in contempt of said order, in disregard of the authority of said Commander-in-Chief, assume to declare, and did declare, that portions of said duty, to wit, the physical exertion and manual labor requisite to its performance, were labors and duties unfit and unbecoming for an officer to perform, and did, when ordered to perform such duties, refuse to perform them, in contempt of lawful authority, and contrary to good order, proper subordination, and the discipline of the naval service.

All this at said Newport, on or about the eighth day of January, A. D. eighteen hundred and seventy-three.

Specification 3d—In this: that said *William K. Wheeler*, lieutenant commander in the Navy of the United States, and ordered by the authority of the Secretary of the Navy to the performance of duty at the torpedo station at said Newport, which was prescribed by said authority for the improvement of the naval service, and the good of the country, to be done and performed as a confidential duty, solely by commissioned officers of the Navy, did publicly, in the presence of his brother officials, and in contempt of said authority assume to declare, and did then and there declare, that portions of the duty to which he was ordered, to wit, the physical exertion and manual work incident and necessary to the performance

thereof, was improper and unbecoming a commissioned officer, and were labors and duties unfit and unsuitable for an officer to perform, and did, when ordered to do said duty, refuse to obey said order, in contempt of lawful authority, and contrary to good order, proper subordination, and discipline in the naval service.

All this at said Newport, on or about the eighth day of January, A. D. eighteen hundred and seventy-three.

To the charges and specifications the accused pleaded "Not guilty."

FINDING.

On careful consideration of the evidence and the law thereto applicable, the Court find as follows, in the case of Lieutenant Commander W. K. Wheeler, of the United States Navy:

The 1st *Specification* of the 1st Charge *not proven*; the 2d *Specification* of the 1st Charge *proven*, and the Court do adjudge the accused, Wm. K. Wheeler, *Guilty of the 1st Charge*.

The Court also find that the 1st *Specification* of Charge 2d is *not proven*.

That the 2d *Specification* of the 2d Charge is *proved*; omitting the words "and required to be performed solely by commissioned officers," and omitting also the words "in contempt of said order, and in disregard of the Commander-in-Chief."

That the 3d *Specification* of the 2d Charge is *proved*; omitting the words "to be done and performed as a confidential duty, solely by commissioned officers of the Navy," and also omitting the words "and in contempt of said authority."

And the Court do adjudge the said William K. Wheeler *Guilty in a less degree than charged*; that is, *guilty of insubordination*, to the prejudice of discipline and good order, and *not guilty of disorderly conduct*.

And the Court do therefore sentence the accused, William K. Wheeler, lieutenant commander in the Navy of the United States, to be publicly reprimanded by the Honorable Secretary of the Navy.

II. In approving the findings in this case, the Department must not be understood to accept as accurate the verbal distinctions under which the Court has endeavored to discriminate between the personal intentions of the officer charged and the legal intents of his acts.

Whoever deliberately disobeys an order given by competent authority is in legal contempt of such authority: and when the Court found Lieutenant Commander Wheeler guilty of insubordination, to the prejudice of discipline and good order, and *not guilty of disorderly conduct*, they seem to have overlooked the fact that disorderly conduct means not merely noisy and boisterous behavior, but includes within its legal signification whatever conduct strikes openly at the organization, or interferes with the orderly relations of civil or military society. If this be true, it follows, of course, that all insubordination, especially if it tends to the prejudice of discipline and good order, is disorderly conduct.

It is probable, however, that the Court sought by this finding merely to express their opinion that the "insubordination" committed was rather the result of a judgment misled by feeling than the deliberate intention of a malicious heart. But it should be understood and remembered that, in all well-organized society, every man of sound mind is and must be assumed to intend the natural and necessary consequences of his own deliberate acts. Without this imperative legal principle, the order of civil society could not be preserved; and the sanction of military discipline and the efficiency of all military organizations would depend upon the personal theories and opinions, however crude, of the individuals who composed them.

The finding of the Court, however, establishes the fact that Lieutenant Commander Wheeler was guilty of "insubordination," and the evidence shows that this consisted in a deliberate refusal on his part to obey the orders of his superior officer, who ordered him to proceed to perform the duty prescribed for him and his associates, by the Bureau under which he was, by the authority of the Department, assigned to duty. This refusal was founded on the assumptions, 1st, that the duty to which he was ordered, viz., the handling and placing of torpedoes, and the manning of boats for that purpose, was manual labor, and, as such, improper for a commissioned officer to perform.

2d. That the order given him was, of consequence, an illegal one, which he was not bound to obey; and

3d. That he was the proper person, authorized under the circumstances, to judge and decide these questions in the first instance.

Each of these assumptions is false in itself, and the natural result of all of them would strike at the foundation of all discipline and efficiency in the service.

Manual labor is not dishonorable in itself, and whenever any species of work, manual or otherwise, becomes necessary under any exigency in which any officer is placed, or is required by the conditions of any duty to which he is ordered, or is prescribed by proper authority for his instruction or practice, or to qualify him to instruct others,

then such work is not only honorable, but is most officer-like, and specially becoming to those who, intrusted by the favor of the Government with command in the service, are intrusted also with the preservation of its efficiency.

It is equally true that no subordinate officer can be allowed to assume to be himself the judge, in the first instance, of the propriety of the duty to which he is assigned, or of the order which is given him by superior authority. In all cases where obedience does not involve a breach of law, human or divine, the first duty of the officer is to obey, exercising his right, if he sees occasion, of protesting at the proper time and in a proper spirit, and of appealing to the common superior to right any wrong which he may think he suffers. No other course is officer-like or consistent with discipline; none other is so expressive of personal dignity, nor can any other be tolerated in the service. These principles seem so plain that it is difficult to perceive how a well-meaning officer can fail to appreciate and carry them out, but Lieutenant Commander Wheeler has deliberately violated them all. For this he suffers the sentence of the Court, and deserves and receives the censure of the Department.

The finding and sentence of the Court are approved, and this order is published as the reprimand referred to, and Lieutenant Commander Wheeler is hereby relieved from arrest and ordered to resume his duties at the torpedo station.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

June 17, 1873.

Commandants of navy yards will see that no disorganization occurs through the assignment of quarters of officers under the circular of April 1, 1872.

The same attendance out of working hours should be required of staff officers that has heretofore been required of line officers occupying the same quarters; and they should be "stationed" to meet emergencies at fire, and for the performance of ordinary and extraordinary police duties.

Officers charged with the duties of the several Bureaus, and having quarters in the navy yards, are, in all respects, as much attached to such yards as though ordered without assignment to the duties of any Bureau, and are to be considered as much "on duty" during the whole twenty-four hours.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 5.

July 30, 1873.

I. Paragraphs 655 and 658 for the Navy, 1870, are hereby so altered and amended as to make the salutes prescribed for the officers mentioned and referred to in both said sections to be hereafter nineteen guns, instead of the number prescribed in the sections, respectively, as they now stand.

II. Governors of Territories shall be entitled, within their respective jurisdictions, to the same salute as is hereinbefore provided for Governors of States.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

July 30, 1873.

All postage stamps required for official purposes by officers attached to the yards and stations and vessels attached to the stations, will be procured hereafter when practicable, by requisition made on the Secretary of the Navy by the commandants of the stations; and for ships in commission in home ports, the requisition will be made by the commander of the ship. Purchasing paymasters and other officers not attached to stations, but on duty, will procure necessary stamps by requisition in like manner. The commandants will make requisitions in due season for each quarter's supply of stamps, and will have charge of their distribution to those under their command; purchasing paymasters and other officers when the stamps are required. A report will be made at the end of each quarter of the expenditures of stamps and of the number and denomination then on hand. No money will be paid for postage or for stamps from any appropriation other than that for postage.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 183.

August 4, 1873.

The following Executive Order is published for the information and guidance of all concerned:

WILLIAM REYNOLDS,
Act'g Secretary of the Navy.

EXECUTIVE MANSION, August 4, 1873.

From the 1st day of October, 1873, the pay of master-at-arms, also of ship's yeoman, in the Navy, will be increased as follows:

First-rate ships, to \$60 per month.

Second-rate ships, to \$60 per month.

Third-rate ships, to \$55 per month.

Fourth-rate ships, to \$50 per month.

In Receiving ships at Brooklyn and Charlestown, to \$60 per month; at Philadelphia, to \$55 per month; and in other Receiving ships, to \$50 per month.

U. S. GRANT.

Hon. GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 6.

October 4, 1873.

The Department does not desire assistant engineers on board steamships in commission to be assigned to the same duties with the machinists; nor to relieve them, or to be relieved by them while on duty.

Machinists are to be given charge of the watches, in the engine-room, under the general supervision of the engineers.

WILLIAM REYNOLDS,
Act'g Secretary of the Navy.

CIRCULAR.

October 6, 1873.

Executive officers of ships of war of the Navy are not to issue orders in writing, or otherwise, for the *general* duties of the ship on which they are serving.

Such orders are to proceed from the commanding officer only, and are to be issued by him.

Commanding officers of ships are to correspond with their commander or chief, or with the Navy Department or appropriate Bureau, in relation to matters of detail pertaining to their command, and are not to forward letters from their subordinates on such subjects.

This circular is called for because of instances of orders for general observance issued by executive officers, and approved by the commanding officer, that have come to the notice of the Department, and also because of the receipt of letters from equipment, engineer, and other officers addressed to the Department, and forwarded by commanding officers, on matters which pertain to the responsibilities of the latter alone.

WILLIAM REYNOLDS,
Act'g Secretary of the Navy.

CIRCULAR.

November 1, 1873.

Paymaster's yeomen of the 2d class, from and after this date, will receive \$50 per month, and paymaster's yeomen of the 3d class will receive \$40 per month.

Paymaster's yeomen of the 1st class will be allowed to 1st and 2d rates, to navy yards, to receiving ships, and to the Naval Academy.

Paymaster's yeomen of the 2d class will be allowed to store-ships and to 3d rates.

Paymaster's yeomen of the 3d class will be allowed to 4th rates.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 184.

December 5, 1873.

The following Executive Order is published for the information and guidance of all concerned:

GEO. M. ROBESON,
Secretary of the Navy.

EXECUTIVE MANSION, *December 5, 1873.*

The pay of machinists in the Navy of the United States will be seventy-five dollars per month from the first day of January, A. D. 1874.

U. S. GRANT.

GENERAL ORDER, No. 185.

December 13, 1873.

The President of the United States commands it to be made known that all sailors and marines who have deserted the naval service, and who shall, on or before the first day of February, 1874, surrender themselves at any naval station, shall receive a full pardon, only forfeiting the pay and allowances due them; and shall be restored to duty without trial or punishment on condition that they faithfully serve out the full term of their enlistment unfulfilled at the time of their desertion.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 186.

January 4, 1874.

The Department is gratified to publish, in a general order, the following report, with its accompanying commendatory special order, from Captain S. P. Carter, commanding the United States steamer Alaska, relative to the gallant conduct of Midshipman Lucien Young, of the U. S. Navy, attached to that vessel.

The act of Midshipman Young was one of extraordinary heroism—an instance, as rare as it was brave, where a person leaped into the sea from a vessel going at a fair rate of speed, and imperiled his own life to save the life of another.

Such an exhibition of bravery and presence of mind, and such ability and success in seizing and bearing a wounded comrade to the life-buoy and sustaining him until succor could arrive, deserve and receive the warmest appreciation of the Department, and cannot fail to be admired and applauded by all whom the facts may reach.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. S. ALASKA (2D RATE),
TARRAGONA, SPAIN, *November 22, 1873.*

SIR: It is my pleasant privilege to make known to the Department an act of special gallantry on the part of Midshipman Lucien Young of this vessel.

On the 10th instant, when making a passage from Barcelona to this place, and while engaged in shifting topsail yards, James Anderson (seaman), was struck on the head by a block and knocked overboard from the main top. The ship was going six to seven knots through the water at the time. Midshipman Young was stationed on the poop to note the time of the exercise. On seeing Anderson fall, he jumped overboard, seized the injured man, swam with him to and placed him upon the life-buoy, where he held him until both were picked up by the ship's life-boat.

Besides a severe scalp wound, received from the block, Anderson's shoulder was dislocated in his fall, and he was in other respects so injured that but for the heroic conduct of Midshipman Young he must have perished.

I inclose, herewith, a copy of a complimentary order, published at general muster on board this vessel to-day. I am sure the Department will find as much pleasure in acknowledging, in a suitable manner, the gallantry of Midshipman Young, as I do in bringing his conduct to your notice.

He is a young officer of great worth and sterling integrity.

I have the honor to be, very respectfully, your obedient servant,

S. P. CARTER, *Captain Comd'g.*

Hon. GEO. M. ROBESON,
Secretary of the Navy, Washington, D. C.

SPECIAL ORDER, No. 1.

U. S. S. ALASKA (2D RATE),
TARRAGONA, SPAIN, *November 12, 1873.*

The captain commanding desires to express in this public manner his appreciation of the gallant conduct of Midshipman Lucien Young, on the 10th instant, in jumping overboard, while the ship was under way, for the purpose of saving from drowning James Anderson (seaman), who fell from aloft. Owing to the injuries which Anderson received in falling, there is little doubt that he would have perished but for the noble efforts of Midshipman Young.

Acts of heroism have won the plaudits of all nations in every age of the world, nor have they in these latter days, matter of fact though the period is termed, less power to stir the blood and win the applause of men than at former times, and we to-day, officers and crew, unite in bestowing our plaudits upon one of our number for a deed of daring which not only reflects credit upon, but ennobles the service to which we belong.

It will be the duty and pleasure of the captain commanding to report the gallant conduct of Midshipman Young to the Hon. Secretary of the Navy, with the confident assurance that it will be acknowledged in befitting terms by the head of the Department.

S. P. CARTER, *Captain Comd'g.*

U. S. NAVY REGULATION CIRCULAR, No. 7.

Relative to examination of Acting Gunners for entrance, and subsequently for a warrant, as Gunner.

January 7, 1874.

Paragraph 863, Regulations for the Navy, 1870, is hereby altered and amended to read as follows:

A candidate for the appointment of acting gunner must be a seaman of sober and correct habits, must be not less than twenty-one nor more than thirty-five years of age, and must, previous to the professional examination, pass the required physical examination.

He must understand the manner of fitting magazines, shell-rooms, shell-houses, and light-rooms; the manner of stowing and preserving powder, projectiles, fireworks, and all ordnance stores afloat and ashore; the manner of handling and securing guns.

He must be able to put up all kinds of ammunition, to take impressions of vent and bore, to star-gauge guns, to adjust, verify, and use sights, and to fit all gun-gear.

He must thoroughly understand and be able to explain all fuses in use in the Navy.

He must be fully conversant with all orders and regulations in regard to the care and handling of ordnance material and stores afloat and ashore, and with the charges of powder for guns and projectiles of every caliber.

He must be able to read and write with facility; must understand the first four rules of arithmetic and proportion: must be able to keep the gunner's accounts correctly, and must have made a cruise in a sea-going vessel of war.

Hereafter, no person shall be appointed an acting gunner until he shall have satisfactorily passed an examination on the subjects here mentioned, and no acting gunner shall receive a warrant as gunner until after making a cruise of not less than one year, as acting gunner, in a sea-going vessel of war, and after a course of laboratory instruction at the Washington navy yard, he shall have passed a thorough examination before a duly authorized Board of Line Officers, and no acting gunner shall be so examined unless he shall present commendatory letters from his commanding officer.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 187.

February 3, 1874.

The commandant of the several stations will take special care that no *gas* is certified and paid for out of Government funds except *that* consumed within the precincts of the navy yards and stations under their command, and in the public buildings and quarters belonging to the Government and under military control which are occupied by the officers and men stationed, under orders, at such yards and stations. Private quarters outside of the public establishments, though occupied by officers, are not to be considered such public buildings, and must not be lighted at public expense.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 8.

February 28, 1874.

The rate of engineer's yeoman of the 1st, 2d, and 3d classes is hereby established.

They will be appointed by the senior engineer, but all such appointments must bear the approval of the commander of the vessel and be subject to the conditions of paragraph 892, Navy Regulations. They will receive the same pay as the ship's yeoman of the ship to which they are attached, and will rank next after him in the class ranking next after the master-at-arms.

Those of the 1st class will be allowed to steam-vessels of the 1st and 2d rate; those of the 2d class will be allowed to steam-vessels of the 3d rate, and those of the 3d class will be allowed to steam-vessels of the 4th rate.

The regulations applying to the discharge of ship's yeoman, relative to the accountability for stores, &c., will also apply to the discharge of engineer's yeoman.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 9.

March 17, 1874.

Purchasing paymasters will procure all articles necessary to be bought on open-purchase requisitions at the places at which they are stationed, if it is practicable to do so, unless they are satisfied that any particular item or items can be purchased elsewhere at a lower price. In such case, or if any article so required cannot be procured at the place in question, reference will be made immediately to the Bureau concerned.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

March 17, 1874.

Officers of the several branches of the naval service are requested to collect and forward to the Navy Department all information on professional subjects, and also in any branch of natural science which may come under their observation.

The opportunities are excellent, and it will be gratifying to the Department to see that they are availed of, and that the results obtained be forwarded to the respective Bureaus for publication when thought of advantage, either professionally or to men of science.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

May 4, 1874.

Any vessel-of-war, or vessel under this Department, that may require a pilot in the waters of any State will take a State pilot. If provided with a coast pilot, and no other pilot is taken, no allowance will be given the coast pilot for local pilotage.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

June 17, 1874.

The class of midshipmen who graduated from the Naval Academy in 1872, and all subsequent classes, will, upon their final examination preliminary to promotion, be examined by the Board in *Naval Tactics* in addition to the usual subjects.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 188.

June 24, 1874.

Increased economy in every branch of naval expenditure is indispensably necessary. Commanders-in-chief, and commanders of ships acting singly, are reminded that their vessels are most liberally fitted out in every department on going into commission, and are supplied with a generous allowance of stores for the cruise.

An avoidance of waste in the issue of the stores, and an efficient professional oversight of all articles in use, including the rigging and sails, to prevent undue wear and tear, should render it unnecessary to purchase any stores abroad, except such articles as manifestly are not and cannot be supplied in quantities to last beyond a certain time, such as fuel, water, provisions, oil, &c., and it should be the pride of commanding officers to complete a cruise without incurring bills that require an investigation.

Ships will be apt to need calking in their upper works once during a cruise, besides the partial work performed by her own hands, and resort may be necessary, at times, to shops on shore for repairs to the steam machinery, but all ordinary work should be done through her own resources, or with the assistance of the flag and other ships. When the Department receives excessive bills for repairs, or bills for awnings, boat-sails, mess-cloths, tarpaulins, &c., from ships, flag or otherwise, having sailmakers

and sailmakers' mates on board, it cannot form a very favorable estimate of the officers who permit such expenditures, or who purchase minor articles on shore that could and should be made on board.

Furniture cannot be replaced during a cruise at the expense of the United States. It must be taken care of and made to last.

No alteration of inboard designs will be allowed on bulkheads, berths, store-rooms, lockers, pantries, &c., without the permission of the Department, nor will any exchange of boats be made between ships, unless it be to replace a boat that has been lost or condemned by another that can be spared.

The Department prohibits, absolutely, any expenditure of money or stores in excess of the allowance without its assent.

Without going more into particulars, the Secretary regrets that he has to say that he will be obliged to hold commanders-in-chief and all commanding officers to a strict accountability for any apparent over-expenditure of money or stores, and his first act in such cases will be the disapproval of the bills until the positive necessity for the expenditure is satisfactorily proved. They must make their ships self-sustaining under all the ordinary conditions of a cruise.

GEO. M. ROBESON,

Secretary of the Navy.

CIRCULAR.

July 1, 1874.

The following provision of the act entitled "*An act making appropriations for the support of the Army for the fiscal year ending June thirtieth, one thousand eight hundred and seventy-five, and for other purposes,*" is hereby published for the information of all concerned:

"*Provided:* That only actual traveling expenses shall be allowed to any person holding employment or appointment under the United States, and all allowances for mileages and transportation, in excess of the amount actually paid are hereby declared illegal; and no credit shall be allowed to any of the disbursing officers of the United States for payments or allowances in violation of this provision."

For the purpose of putting into practical operation the foregoing provision, the following order is made:

Transportation in lieu of mileage for officers of the Navy and other persons holding employment or appointment under the Navy Department or any Bureau thereof, and traveling under orders from competent authority, will be confined to actual traveling expenses usual and essential to the ordinary comforts of travelers of the first class, and will embrace the following items of expenditure only:

First. Fares on railroads, steamboats, and packets; hack and other conveyance for self and baggage to and from points of arrival and departure, and fees for baggage, express, and porters; also hire of special transportation, either by land or water, when there are no regular means of conveyance, and charges for ferriages, tolls, and horse-keeping when transportation is hired.

Second. Customary state-room accommodations on steamers, boats, &c.; sleeping-car fare for one double berth for each person; one seat in parlor-car, and lodgings at hotels *en route*. When delays at hotels are incident to, and necessary for, the performance of the duties for which the travel is ordered, actual board at the hotel will be allowed upon the production of the hotel bill and receipt, and a certificate that the delay was necessary, at a rate not greater than five dollars per day when traveling under special orders, or three dollars and fifty cents per day when the officer is detached and ordered to new duty, and is presumed not to be incurring other board expense.

No charge will be allowed for hotel bills when the detention is unnecessary for the execution of the orders under which the journey is performed.

Meals furnished on steamers or other means of conveyance, which are included in the charge for fare, will not, of course, be made an extra charge.

Whenever special expenditures are made for meals they will be allowed, but for no other items of refreshment than the ordinary food provided for travelers.

Every officer or other person attached to the Navy who is traveling under orders will keep a memorandum of the expenditures herein allowed, noting each item upon its being made, and the certificate or affidavit upon the voucher will set forth that the different charges in detail therein have been taken from and verified by his memorandum, and that they are correct and just. The memoranda will be retained by those who have been reimbursed, and exhibited if called for by proper authority.

Third. Disbursing officers of the Navy will pay the traveling accounts of officers and others holding employment or appointment under the Navy Department, or any of its Bureaus, on their certificates setting forth the correctness of the accounts, as per attached memoranda; that the journey was performed under orders (copy of order

annexed), with reasonable dispatch by the usually traveled routes, and in the customary manner; that the amount charged for subsistence was actually paid; that the number of days for which it was charged was necessarily consumed in delays incident to travel in the performance of the duty ordered. The amount paid for traveling expenses will be indorsed by the disbursing officer on the original.

Citizens, not employes of the United States, witnesses before naval courts, will continue to be paid as heretofore, viz., two dollars per diem and ten cents per mile, and their accounts, authenticated by their affidavits, similar to the certificates prescribed for officers, and the certificate of an officer that the journey and services were performed on duty, will be paid by the same disbursing officers, and from the appropriations as prescribed by existing regulations. Judge Advocates, in their certificates of attendance, will discriminate between citizen witnesses and those who are employes of the United States.

Other existing rules and regulations regarding the transportation and payment of officers and others, which do not conflict with the requirements of this circular, will remain in force.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

July 10, 1874.

On occasion of the discharge, or other disposition, of enlisted men, or appointed petty officers, serving on board a ship in commission, the order for their movement must proceed from the commanding officer of such ship, if acting singly, or the commander-in-chief, or senior officer present, if attached to a station.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

July 28, 1874.

No bill will be paid for publishing any advertisement, order, notice, or proposal of this Department or any Bureau or office connected therewith, for the publication of which special authority was not given in writing by the head of the Department, or by an officer of the Navy acting under its special direction, to have such advertisements, &c., published.

Every bill presented for advertising must be accompanied by the written authority, or a copy thereof, given as above indicated, for the publication of each and every advertisement, &c., embraced in the bill; otherwise payment for the same will not be made.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 189.

July 30, 1874.

The exercises of heavy spars, required by General Order, No. 128, will be omitted until otherwise ordered.

The exercises of light spars and of the sails will be practiced occasionally, having due regard to the weather and to the health and efficiency of the ship's company.

Running-gear and sails will be unrove and unbent in port when their preservation will be benefited by stowing them under cover.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 10.

August 1, 1874.

The office of Executive Officer of the navy yards is hereby abolished.

There shall be attached to each navy yard an officer not above the rank of commander, who shall be called senior aid to commandant.

He shall act as the principal aid of the commandant in regard to the business of the yard.

He shall have no direct authority or control of the affairs of the yard by virtue of his own rank or position, but it shall be his duty to convey to the heads of the departments of the yard such orders as the commandant shall desire to transmit verbally; and it shall also be his duty to visit and observe all parts of the navy yard and its establishment, and to make such reports as shall enable the commandant to be fully informed as to the harmonious working of the various parts of the whole station under his command.

If necessary, other line officers of inferior rank may be attached to the yard as subordinate aids to the commandant, for the purpose of assisting this officer, and for general experience and observation in the duties of their profession, but they, like the senior aid, will have no authority, except as aids and assistants to the commandant, as above set forth.

There shall be attached to each navy yard a captain of the yard, who shall be senior to all the other line officers in the navy yard, and shall, in the absence of the commandant, act in his place as commandant.

He shall have special charge—

Of the police of the navy yard, and the enforcement of police regulations.

Of the fire department and fire-bells, and shall keep in good and working order the fire-engines, hose and fire apparatus generally.

Of all the fires and lights in the work-shops, and after working-hours in the afternoon, he shall satisfy himself that there is no apparent danger of fire through the night.

Of keeping the walks and grounds of the navy yard clean and in good condition. Of the berthing, moving, and mooring of vessels, and of the fire and other tugs.

He shall exercise no authority and issue no orders by virtue of his rank, over the heads of the other departments, relative to the business or pertaining to the special duty of such departments. Should, however, any matter come under his notice, or that of any other officer, which in his or their judgment may appear to be contrary to the regulations of the Navy, or adverse to the interests of the service, it is the duty of any such officer immediately to communicate the fact to the commandant, who is, in law and in fact, solely the responsible commanding officer.

The captain of the yard will be, also, the head of the Department of Equipment in the yards, and will discharge the duties of such position, as now understood, in addition to his duties as captain of the yard.

The ordnance officer in the various navy yards will be also in charge of the Department of Navigation therein, and will discharge the duties of such position, as now understood, in addition to his duties as chief of the Department of Ordnance.

The consolidation of the office of captain of the yard and that of the Equipment Department under the same officer, and the consolidation of the Departments of Ordnance and of Navigation, under one officer, will take place at the various navy yards on the first day of October next, at which date the office of inspector of machinery afloat at various stations will also be abolished.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

August 12, 1874.

The attention of the senior engineer officers of steam vessels-of-war is specially called to the duties of chief engineer in the U. S. Navy Regulations, and to the explanations and directions contained in the steam log-books.

These officers are not to wait for instructions from the Bureau or Department as to the manner of operating any unusual arrangement that may be placed on board ship, but are to exert themselves to determine it, and to report on such arrangement as required by paragraph 508, U. S. Navy Regulations.

This circular is called for because many quarterly reports and log-books from the Engineer Department omit important matter and contain incorrect entries; and also because new apparatus designed for economy has been left unused in the absence of instructions as to its operation from the Department.

Commanding officers will see that the engineer reports are according to the Regulations before forwarding them.

WILLIAM REYNOLDS,
Acting Secretary of the Navy.

GENERAL ORDER, No. 190.

September 5, 1874.

On surveys held in conformity with paragraph 943 of the Navy Regulations the surveying officers will base their estimates on the actual value of the clothing destroyed, and not on the prices fixed by the paymaster when the clothing was issued.

WILLIAM REYNOLDS,
Acting Secretary of the Navy.

CIRCULAR.

September 16, 1874.

The head of each department at a navy yard representing a Bureau will be allowed, under the general instructions of the commandant of the yard, to sign passes by which articles belonging to the Bureau he represents may be passed out of the yard.

Each morning all passes presented at the gate during the preceding day will be delivered to the captain of the yard as head of the police, for such instruction as the commandant may deem expedient.

WILLIAM REYNOLDS,
Acting Secretary of the Navy.

GENERAL ORDER, No. 191.

October 21, 1874.

Sea service is not to be credited to an officer except when he is performing duty under orders from the Department, as part of the complement of a vessel-of-war, belonging to the Navy, in commission for sea service; and when attached to the Coast Survey, for the time only that he is actually afloat. No credit is to be given for service in revenue or merchant vessels.

This order will be printed in future Navy Registers, as was the case up to 1860 inclusive.

WILLIAM REYNOLDS,
Acting Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 11.

October 24, 1874.

Officers in charge of the different departments in navy yards will be as seldom in their offices and as much in the work-shops, or other places where work is going on, as may be practicable. They are to ascertain by personal observation, as often during the day as opportunities offer, the nature of the work that is in hand and the manner in which it is being done; and are to make themselves acquainted with the value of the men under their superintendence as faithful and capable hands.

Discrepancies in time-books are not likely to occur if they are kept under the personal supervision of the officer in charge of the department, and, to secure greater exactness in this very important particular, the following directions will be observed:

Time-books will be kept by the *foremen*, and not by workmen detailed for the purpose, or by any one else. Every day, before leaving the yard, the foremen will make up their time-tables for that day, certify to their correctness, and hand them, in person, to the head of their departments, who will take charge of them and lock them up, securely, until they are required for making up the pay-roll, when they will be given to the time-clerk for that purpose.

The heads of departments will also make a record of the *gross* time, from day to day, and keep this record apart and secure; and will verify the accuracy of the pay-roll, when finally made out, by comparing the two, as an additional check thereon.

No scraps, chips, or any other articles are to be sold, on any pretense whatever, except by the process authorized by law.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 192.

October 24, 1874.

When ships are building or repairing at navy yards, proper scuttles, man-holes, and limber-planks will be so arranged that easy access may be had to the spaces below the fire-room floor, the magazine floor, chain-lockers and tank floors, and floors of the forward and after holds; and previous to the stowage of any articles, chains, or magazine stores, the commandant will require those, and all other spaces where chips, shavings, or dirt can accumulate, to be thoroughly examined and to be carefully cleaned.

When ships are refitted for sea, with or without repairs, the same examination and cleaning out of chips and dirt will be made and reported.

The Captain of the Yard, Naval Constructor, and Chief Engineer will be a Board to see that this order is faithfully complied with in all cases, and so reported by him to the Department, according to the following form:

We, the undersigned, certify that we have made the examinations required by General Order, No. 192, and find the U. S. S. _____ thoroughly cleaned before stowage.

_____,
Captain, U. S. N.
_____,
Naval Constructor, U. S. N.
_____,
Chief Engineer, U. S. N.

When ships are built or repaired outside of the navy yards, it will be made a part of the contract that the above conditions are to be complied with.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 12.

October 29, 1874.

Paragraph No. 1122 of the Navy Regulations is so far modified that the journal will be kept under the inspection and direction of the captain of the yard, who will sign it daily, and submit it monthly to the commandant for approval.

WILLIAM REYNOLDS,
Acting Secretary of the Navy.

UNIFORM CIRCULAR.

November 7, 1874.

On and after the 1st of January, 1875, all officers of the Navy to whom this regulation can apply will wear on their blue-cloth trousers for full dress, a strip of navy gold lace down the outer seam of the width of that on their full-dress coats.

After the above date, lieutenant commanders, and officers ranking with that grade, will wear on their sleeves two strips of gold lace half an inch in width, with one strip a quarter of an inch in width between them, *each* a quarter of an inch apart.

Lieutenants, and officers ranking with that grade, will wear two strips of half-inch gold lace, one-quarter of an inch apart.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 13.

November 17, 1874.

Paragraph 1352, Regulations for the Navy, 1870, is hereby altered and amended, so far as it relates to machinists, to read as follows:

A candidate for the position of machinist, boiler-maker, or coppersmith must not be less than twenty nor more than forty years of age.

He must pass an examination in the presence of the commanding officer of the rendezvous, by at least one naval engineer, as to his qualifications as a machinist, boiler-maker, or coppersmith; and must also undergo the usual medical examination touching his physical fitness for the naval service.

He must be able to read, and to write with sufficient correctness to keep the steam-log of his watch. He must know the names of the various parts of a marine engine; understand the uses and management of the various gauges, cocks, and valves; how to raise steam, start a marine engine, regulate its action, and modify its action.

He must know how to ascertain the height and density of the water in the boilers, how to check foaming, and to guard against other danger from the boiler; how and when to regulate the quantity of the injection water, to guard against danger from water in the cylinders, and the measures to be taken in the event of a journal becoming heated; and, in short, how to act upon the occurrence of any of the ordinary casualties of the engine-room.

He must understand how to do the ordinary overhauling and repairing of steam machinery; the packing of the various joints and rods, the grinding in of valves, putting on hard and soft patches, taking out, putting in, and plugging tubes, and all other similar work required in the management of marine steam-engines.

The monthly pay of a machinist will be \$75; of a boiler-maker, \$40; and of a coppersmith, \$40, besides the usual ration, and exclusive of the \$1.50 per month added to the pay of all enlisted men by the President's Order of July 1, 1870.

Five machinists will be allowed to first-rates and four to second and third-rate steamships in commission for sea service.

Boiler-makers and coppersmiths will not be examined except as to their qualifications as boiler makers and coppersmiths.

One boiler-maker and one coppersmith, if obtainable, will be allowed to each first, second, and third-rate steamship in commission for sea service. They will be required to keep watch in the engine-room or fire-room while the ship is steaming and at other times, as may be requisite, and will thus be enabled to make themselves proficient for the rate of machinists.

Machinists, coppersmiths, and boiler-makers will mess with the master-at-arms.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 14.

Examination of Cadet Engineers for Promotion.

November 17, 1874.

Before a cadet-engineer can be commissioned as assistant engineer in the Navy, he must have passed an examination before naval medical officers as to his physical fitness, and a satisfactory examination before a board of naval engineer officers designated by the Secretary of the Navy.

Favorable testimonials concerning him must have been received by the Department from all the commanding officers and senior engineers under whom he may have served. The Department will submit such testimonials to the Board of Engineer Officers.

Should any officer appear before the Board whose testimonials are unsatisfactory as to his other than professional qualifications, the Board will, without acting on his case, refer it to the Department for such action as may be required under the circumstances.

He will be examined on the following subjects:

1. Testimonials.
2. English grammar, composition, and penmanship.
3. Mechanical drawing; size of sheet 18 by 26 inches. Name, rank, and date to be in lower right-hand corner.
4. Arithmetic, algebra, geometry, mensuration, plane trigonometry, analytical and descriptive geometry, differential and integral calculus.
5. Elementary mechanics and physics.
6. Chemistry of the elementary bodies, and general principles of chemical philosophy.
7. Reading, writing, and speaking the French language.
8. Explanation of the manner of putting engines in operation; how to regulate their action and guard against danger from boilers, due to foaming and other causes. Boiler scale; the causes of, the means of preventing its formation, its chemical composition, and how to remove it. The loss by blowing off. The various instruments for determining the density of the water, their principles, the method of graduating, and manner of using them.
9. Description of the various marine boilers commonly used, together with their attachments.
10. Description of the different kinds of condensers and air and feed-pumps, and their connections; causes of their derangements, and how to prevent and remedy them.
11. Principles and peculiarities of the different kinds of steam and expansion valves and valve-gears applied to steam machinery.
12. The theory of using steam expansively, together with the limits and modifications imposed, and the necessary calculations relating thereto.
13. The construction and mode of applying the indicator, and the interpretation of its diagrams. The construction and principles of the various steam and vacuum gauges, and causes of their derangement.
14. Practical building and repairing of steam machinery.

Valuation of Subjects.

No. 1.....	100	Carried forward.....	590
" 2.....	40	" 9.....	70
" 3.....	60	" 10.....	60
" 4.....	100	" 11.....	60
" 5.....	100	" 12.....	60
" 6.....	50	" 13.....	60
" 7.....	40	" 14.....	100
" 8.....	100		
	<hr/> 590	Total.....	<hr/> 1,000

Lowest satisfactory, 700.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 15.

Examination of Candidates for Admission into the Naval Service as Assistant Engineers.

November 17, 1874.

Paragraph 866, Regulations for the Navy, 1870, is hereby altered and amended to read as follows:

Before a candidate can be commissioned as assistant engineer in the Navy, he must have passed an examination before naval medical officers as to his physical fitness, and a satisfactory examination before a board of naval engineer officers designated by the Secretary of the Navy, as the wants of the service require.

Application for permission to appear before such Board must be made in writing to the Secretary of the Navy, stating the age and residence of the applicant, and must be accompanied by satisfactory testimonials as to good moral character, correct habits, and sound constitution. The application will be registered, and when a Board next meets permission will be sent to the applicant, at the discretion of the Department, stating the time and place of meeting of the Board.

A candidate for an appointment to the grade of assistant engineer must be not less than nineteen nor more than twenty-six years of age; he must have had not less than two years of service in the fabricating and management of steam machinery for marine purposes, and shall give satisfactory evidence of his skill in such capacities; or else have served not less than that period as an engineer on board of a steamer provided with a condensing engine, and must have obtained certificates from the director or superintending engineer as to his ability.

He will be examined on the following subjects:

1. Testimonials.
2. English grammar, composition, and penmanship.
3. Mechanical drawing; size of sheet 18 by 26 inches. Name and date to be in the lower right-hand corner.
4. Arithmetic. The elements of the following subjects: Algebra, geometry, mensuration, plane trigonometry, analytical and descriptive geometry.
5. Elementary mechanics and physics.
6. Chemistry of the elementary bodies, and general principles of chemical philosophy.
7. Reading, writing, and speaking the French language.
8. Explanation of the manner of putting engines in operation; how to regulate their action and guard against danger from boilers, due to foaming and other causes. Boiler scale; the causes of, the means of preventing its formation, its chemical composition, and how to remove it. The loss by blowing off. The various instruments for determining the density of the water, their principles, the method of graduating, and manner of using them.
9. Description of the various marine boilers commonly used, together with their attachments.
10. Description of the different kinds of condensers and air and feed-pumps, and their connections; causes of their derangements, and how to prevent and remedy them.
11. Principles and peculiarities of the different kinds of steam and expansion valves and valve-gears applied to steam machinery.
12. The theory of using steam expansively, together with the limits and modifications imposed, and the necessary calculations relating thereto.
13. The construction and mode of applying the indicator, and the interpretation of its diagrams. The construction and principles of the various steam and vacuum gauges, and causes of their derangement.
14. Practical building and repairing of steam machinery.

Valuation of Subjects.

No. 1.....	100	Carried forward.....	590
" 2.....	40	No. 9.....	70
" 3.....	60	" 10.....	60
" 4.....	100	" 11.....	60
" 5.....	100	" 12.....	60
" 6.....	50	" 13.....	60
" 7.....	40	" 14.....	100
" 8.....	100		
	<hr/> 590	Total.....	<hr/> 1,000

Lowest satisfactory, 700.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 16.

Examination of Assistant Engineers for Promotion.

November 17, 1874.

Paragraph 904, Regulations for the Navy, 1870, is hereby altered and amended to read as follows:

Before an assistant engineer can be commissioned a passed assistant engineer in the Navy, he must have passed an examination before naval medical officers as to his physical fitness, and a satisfactory examination before a board of naval engineer officers designated by the Secretary of the Navy.

A candidate for promotion to the grade of passed assistant engineer must have served at least three years at sea as assistant engineer on board a naval steamer, and favorable testimonials concerning him must have been received by the Department from all the commanding officers and senior engineers under whom he may have served. The Department will submit such testimonials to the Board of Engineer Officers.

Should any officer appear before the Board whose testimonials are unsatisfactory as to his other than professional qualifications, the Board will, without acting on his case, refer it to the Department for such action as may be required under the circumstances.

He will be examined on the following subjects:

1. Testimonials.
2. Mechanical drawing. Size of sheet 18 by 26 inches. Name, rank, and date to be in lower right-hand corner.
3. Arithmetic, algebra, geometry (six books Davies' Legendre), mensuration, plane trigonometry, analytical and descriptive geometry, differential and integral calculus.
4. Mechanical philosophy, embracing statics, dynamics, hydrostatics, and hydrodynamics; natural philosophy, embracing heat, electricity, pneumatics, chemistry of the elementary bodies, and general principles of chemical philosophy.
5. The details of construction of the various marine boilers commonly used with simple and compound engines, together with their attachments.
6. Boiler scale; the causes of, the means of preventing its formation, its chemical composition, and how to remove it. The loss by blowing off. The various instruments used for determining the density of the water, their principles, the method of graduating and manner of using them.
7. The construction, principles, peculiarities, and uses of the different kinds of condensers, air and feed-pumps, and their connections; derangements in their operation, with the causes thereof, and how to prevent and correct them. Description of various steam-pumps in use.
8. Principles, peculiarities, and details of construction of the different kinds of steam and expansion valves and valve-gears applied to steam machinery.
9. Practical building and repairing of steam machinery, including the details of molding and casting.
10. A general knowledge of the theory, laws, and construction of the various kinds of paddle-wheels and screw-propellers.
11. Theory of the steam-engine, the calculations connected therewith, and the interpretation of indicator diagrams.
12. Strength of materials, and the influence of form in connection therewith.

Valuation of Subjects.

No. 1.....	100	No. 8.....	80
" 2.....	60	" 9.....	100
" 3.....	100	" 10.....	90
" 4.....	100	" 11.....	70
" 5.....	100	" 12.....	80
" 6.....	40		
" 7.....	80		
	<hr/>	Total.....	<hr/> 1,000 <hr/>
	580		

Lowest satisfactory, 700.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 17.

Examination of Passed Assistant Engineers for Promotion.

November 17, 1874.

Paragraph 905, Regulations for the Navy, 1870, is hereby altered and amended to read as follows:

Before a passed assistant engineer can be commissioned a chief engineer in the Navy, he must have passed an examination before naval medical officers as to his physical fitness, and a satisfactory examination before a board of naval engineer officers designated by the Secretary of the Navy.

A candidate for promotion to the grade of chief engineer must have served at least two years at sea as a passed assistant engineer on board a naval steamer, and favorable testimonials must have been received concerning him by the Department from all of the commanding officers and senior engineers under whom he may have served. The Department will submit such testimonials to the Board of Engineer Officers.

Should any officer appear before the Board whose testimonials are unsatisfactory as to his other than professional qualifications, the Board will, without acting on his case, refer it to the Department for such action as may be required under the circumstances.

He will be examined on the following subjects:

1. Testimonials.
2. Pure mathematics, embracing algebra, geometry (through eight books Davies' Legendre), mensuration, plane trigonometry, analytical and descriptive geometry.
3. Mechanical philosophy, embracing statics, dynamics, hydrostatics, hydrodynamics; natural philosophy, embracing heat, electricity, pneumatics, chemistry of the elementary bodies, and general principles of chemical philosophy.
4. The details of the construction of the various marine boilers in use, together with their attachments. To proportion boilers for a given power for simple and compound engines. Decay of boilers, its causes and remedies.
5. Principles, peculiarities, and details of construction of different condensers, and of air and feed-pumps and their connections. Derangements in their operation, with the causes thereof, and how to prevent and correct them. Description of various steam-pumps and injectors.
6. Principles, peculiarities, and details of construction of the various kinds of steam and expansion valves and valve-gears applied to steam machinery. Various types of marine governors.
7. Practical building and repairing of steam machinery. Capability of furnishing a working drawing. Practical metallurgy.
8. Theory, laws, and details of construction of the various propelling instruments in use, and the necessary calculations relating to them.
9. Theory of the steam-engine; the calculations connected therewith, and the interpretation of indicator diagrams.
10. Advantages and disadvantages of the different kinds of paddle-wheel and screw-propeller engines (simple and compound), to be able to proportion them for a given vessel so as to secure a given speed with a given propelling instrument.
11. Strength of materials, and the influence of form in connection therewith.
12. General theory and practice of iron ship building.

Valuation of Subjects.

No. 1.....	100	Carried forward.....	620
" 2.....	100	No. 8.....	80
" 3.....	100	" 9.....	80
" 4.....	80	" 10.....	90
" 5.....	70	" 11.....	80
" 6.....	70	" 12.....	50
" 7.....	100		
	<hr/>	Total.....	<hr/> 1,000 <hr/>
	620		

Lowest satisfactory, 700.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

December 19, 1874.

Vessels-of-war passing in the vicinity of supposed dangers will make, without special reasons to the contrary, such search for them as weather and other conditions may allow.

In the event of no search being made, the commanding officer will inform the Department, in a special report, of his reasons for the omission; and, if the search is made, forward the results to the Bureau of Navigation, with track-chart of the traverses made, soundings taken, &c., and in general fulfilling the conditions indicated by the hydrographer in making the examination.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

February 1, 1875.

The attention of disbursing officers of the Navy is called to the following list of offices and banks which have been specially designated, under the act of June 14, 1866, for the reception, safer keeping, and disbursement of their funds, intrusted to them on public account.

A strict compliance with the provisions of the act referred to will hereafter be required from the pay officers of this Department.

GEO. M. ROBESON,
Secretary of the Navy.

State.	City.	Office or Bank.
Arizona	Tucson	U. S. Depository.
California	San Francisco	U. S. Assistant Treasurer.
District Columbia	Washington	U. S. Treasurer.
Illinois	Chicago	U. S. Assistant Treasurer.
Louisiana	New Orleans	U. S. Assistant Treasurer.
Maryland	Baltimore	U. S. Assistant Treasurer.
Maryland	Annapolis	Farmers' National Bank.
Missouri	St. Louis	U. S. Assistant Treasurer.
New Hampshire	Portsmouth	First National Bank.
New Mexico	Santa Fé	U. S. Depository.
New York	New York	U. S. Assistant Treasurer.
New York	Buffalo	U. S. Depository.
Ohio	Cincinnati	U. S. Assistant Treasurer.
Pennsylvania	Philadelphia	U. S. Assistant Treasurer.
Pennsylvania	Pittsburgh	U. S. Depository.
Pennsylvania	Erie	First National Bank.
Pennsylvania	Erie	Keystone National Bank.
South Carolina	Charleston	U. S. Assistant Treasurer.
Virginia	Norfolk	Exchange National Bank.

CIRCULAR.

February 22, 1875.

Commandants of navy yards and naval stations will direct that no article in the different departments will be loaned for the private use of persons or officers residing in or out of the yards, except books, which may be loaned a definitely specified time upon a requisition approved by the commandant and held by the officer of the department as a receipt, and which will be returned on the return of the book. Delinquencies now existing, or that may hereafter occur, will be reported to the Bureau concerned, the article charged to the borrower through it, and such explanations demanded as may be proper.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 18.

March 20, 1875.

U. S. Navy Regulation Circular No. 6 is hereby so far modified as to provide that machinists and other engine-room petty officers are to be given charge of the watches in the engine and fire-rooms, under the supervision of the engineer officers, when the number of assistant engineers, or graduated cadets, is not sufficient for that duty.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

April 2, 1875.

In view of the limited number of men allowed the Navy by law, it has become necessary to make a reduction in the complement of crews of vessels.

Commanding officers of vessels are directed to reduce the complement of crew of their respective commands according to the list furnished them by the Bureau of Equipment and Recruiting. This reduction is to take place as soon as practicable.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 193.

April 5, 1875.

General Order No. 153, of April 18, 1870, is hereby annulled.

When an officer of the Navy, who is entitled to a secretary or a clerk, appoints him from civil life and desires him to report for duty at any given place, the Department, if it approves thereof, will issue the requisite order on receiving official notice of his appointment and a request for such orders.

All officers, including secretaries and clerks, serving on board ships in commission, will receive orders, which involve traveling expenses, from their commanding officer, senior officer present, commander-in-chief, or from the Department, as the case may be.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR RELATING TO THE ENLISTMENT OF BOYS IN THE U. S. NAVAL SERVICE.

April 8, 1875.

A limited number of boys between the ages of sixteen and seventeen years will be enlisted under the provisions of the following acts of Congress, viz., Revised Statutes of the United States:

SECTION 1418. Boys between the ages of 16 and 18 years may be enlisted to serve in the Navy until they shall arrive at the age of 21 years, &c., &c.

SECTION 1419. Minors between the ages of 16 and 18 years shall not be enlisted for the naval service without the consent of their parents or guardians.

SECTION 1420. No minor under the age of 16 years, no insane or intoxicated person, and no deserter from the naval or military service of the United States shall be enlisted in the naval service.

These boys will be sent on board the flag-ship "Minnesota," at New York, to be trained for the naval service, under the following regulations:

Every boy previous to being enlisted must satisfy the examining board of officers—

1st. That he is of robust frame, intelligent, of perfectly sound and healthy constitution, free from any physical defects or malformation, and not subject to fits.

2d. That he is able to read and write.

In special cases, where the boy shows a general intelligence and is otherwise qualified, the examining board, if they think fit, may enlist him, notwithstanding his knowledge of reading and writing is imperfect.

3d. That he is of proper age.

4th. That his height and measure are sufficient, being, for a boy of 16 years of age, 5 feet and 1 inch without shoes, and 30 inches around the chest.

Boys, however, who do not quite reach this standard of height and measurement may be enlisted by special order of the Navy Department, if in all other respects desirable.

Each boy must also bring with him a certificate or declaration, made by his parents or guardian, as to his age, and also their consent in writing to his entering the Navy, and engaging to serve until he shall have reached 21 years of age.

The board of examining officers will consist of the captain, a line officer, and the senior medical officer of the vessel.

If the examining officers are of the opinion that the boy is in every respect fit for the service, the engagement to serve continuously in the service until 21 years of age is to be read and explained to him, and if he voluntarily agrees to its terms, he is then, in the presence of a witness, to sign the agreement and be enlisted.

The examining officers will fill up the form and certificate attached to the engagement and transmit it to the Department.

The education of the boys will comprise only the elements of an English education, alternating with practical seamanship and other professional occupations designed to prepare them for sailors in the Navy.

The boys will be enlisted as second-class boys, at the rate of \$10.50 per month and one ration. While serving on the "Minnesota" they may, if deserving, be promoted to the rating of first-class boys, and on sea-going vessels will be entitled to higher ratings, at the discretion of their commanding officers, as a reward of proficiency and good conduct.

In the enlistment of boys preference will be given to the sons of old sailors and soldiers.

Boys on being enlisted will be furnished an outfit of clothing, the cost of which will be charged to their respective accounts, or, if the parents so elect, they may purchase the necessary outfit from the paymaster of the ship themselves and give to their sons.

Boys enlisted to serve until 21 years of age will not be permitted to allot any part of their pay to parents or guardians, nor will they be allowed to draw any money from the paymaster for this purpose.

Boys will be allowed to draw monthly, from the paymaster of the ship, one dollar for pocket-money, if they are out of debt, and will be allowed liberty to go on shore, at the discretion of the commanding officer.

Boys will be transferred to sea-going vessels on reaching 18 years of age, accompanied by the recommendation of their commanding officer as to their conduct and proficiency.

Boys who may be recommended for honorable discharge upon the expiration of their enlistments will receive continuous-service certificates, which will entitle them to three months' extra pay of their rating when discharged, and to the addition of one dollar per month to their pay provided they re-enlist under such certificates for three years within three months from the dates thereof.

Boys will not be discharged from the service until they have reached 21 years of age, except upon a medical survey or for misconduct.

Boys injured in the service, or having contracted a disease in the line of duty, will be entitled to the benefits of a pension.

These boys will be under the immediate supervision of the Bureau of Equipment and Recruiting, Navy Department, and applications for enlistment will be made to the chief of that Bureau, or to the commanding officer of the flag-ship "Minnesota," at New York.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR RELATING TO BILLS OF EXCHANGE.

April 12, 1875.

1. When a pay officer is ordered to a vessel going to or already on a foreign station, it becomes his duty before leaving the United States to make written application to the Secretary of the Navy for authority to draw bills of exchange to supply himself with funds for disbursement during his cruise. No pay officer will draw bills without such express authority, and if not a fleet paymaster, only in cases of absolute necessity, and when absent from that officer.

2. When such authority is granted the pay officer will be duly notified by the Secretary, who will also direct the Paymaster General to forward to him a book containing blank sets of bills, with a sufficient supply of paymaster's forms, numbers 18, 19, and 20, for the letters of advice and accounts of sale.

3. The bills will be kept in the pay officer's exclusive possession, and all remaining at the end of the cruise will be returned immediately to the Paymaster General, with a letter stating the exact number of blank sets. If relieved during the cruise, he will take a receipt from his successor, and make a similar report to the Paymaster General.

4. Immediately upon receiving authority to draw bills, the pay officer must forward to the Secretary of the Navy specimens of the official signatures, on a separate blank sheet, of himself and of the commanding officer in whose name he is required to draw, to be transmitted by the Secretary to the foreign agents of the Department.

5. Bills must invariably be made payable to the order of the commander-in-chief of the station if the vessel is a flag-ship, or of the commanding officer of the vessel if otherwise; and his indorsement on the bills is taken as his approval of the pay officer's act in drawing them.

6. When a pay officer needs funds for which he will have to draw exchange, he will inform the indorsing officer of the fact, and upon receiving his sanction for the amount, he will, before selling his bills, make such diligent inquiry of bankers, merchants or others, or by inviting bids, as will enable him to negotiate them upon the best terms as to rates, kind of money, and their time and place of payment.

7. Bills will be drawn either upon the foreign financial agents of the Navy Department or upon the Secretary of the Navy, and also at such time after sight as may be most advantageous to the Government, and as many different sets may be drawn to make up the whole sum required as may be most easily negotiated, or as the purchaser or purchasers may request for their accommodation.

8. Before leaving a port the pay officer should fully inform himself of the probable course of exchange and facilities for drawing in the places he expects to visit, and also as to the coins usually current there, so that he may know when and where to draw most favorably, and may avoid, as far as possible, taking away from a port, either at home or abroad, coin which can only be used elsewhere at a disadvantage.

9. Immediately after negotiating any bill of exchange the pay officer is required to transmit to the Secretary of the Navy letters of advice, according to form 18, of which the original (so marked) is to be forwarded through the proper channels by the earliest opportunity, and the duplicate (also marked) similarly forwarded by the next succeeding mail. When the bills are drawn upon the Secretary, a triplicate letter should also accompany each different set.

10. Whenever bills are drawn upon the foreign agents, letters of advice to them, according to form 19, must also be made in duplicate for each set, of which the original is to accompany the bills, and the duplicate to be sent direct by the earliest opportunity.

11. For each series of bills an account of sale and letter of advice, according to form 20, must be forwarded to the Fourth Auditor as soon as the bills are negotiated, and the account of sale must include the certificate of two respectable merchants resident at the place where the bills were sold, stating the current rates of exchange at that time upon London and New York, and in what money payable.

12. Unless otherwise especially directed, all bills of exchange must be drawn under the appropriation for "Pay of the Navy" for the current fiscal year.

13. The following instructions, suggested by the accounting officers of the Treasury, as to the proper mode of accounting for and paying out the proceeds of bills of exchange, will hereafter be strictly observed by the pay officers of the Navy.

14. When bills are made payable in United States money, or are sold for such otherwise than at par, the entries in the cash accounts should be so made as to show not only the net amount actually received by the pay officer, but also the face value, and premium obtained or discount charged thereon.

Examples.—First. “Proceeds of bill No. 10 for \$10,000, U. S. coin, at 5 per cent. premium = \$10,500.”

Second. “Proceeds of bill No. 12 for \$10,000, U. S. coin, at 3 per cent. discount = \$9,700.”

15. When bills are drawn, or the proceeds thereof are received in foreign money, the entries in the cash accounts should show the amount and kind of money drawn for, and the amount and kind of money received, both at its local current value as to the money drawn for, and its legal value in United States money, as thus:

“Proceeds of bill No. 20 for £1,000 0s. 0d., sterling, received in francs at fr. 24.85 per £ = 24.850 francs at 19 $\frac{3}{4}$ cts. = \$4,796.05.”

16. The legal value in United States money of the standard foreign coins is required by law to be annually proclaimed by the Secretary of the Treasury on the first day of January, and pay officers are hereby required to keep themselves supplied, by timely application to the Fourth Auditor, with the official circulars containing this information.

17. All foreign coins received will be charged to and paid out by pay officers at the legal valuation thus fixed, without regard to its local valuation where received or paid out.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

May 28, 1875.

SIR: The instructions contained in printed letter, addressed to you, of the 15th November, 1872, are modified, as follows:

In ordering officers to their domiciles, or when relieving them on “waiting orders,” the Office of Detail will be guided by the following considerations:

Officers who have been three years attached to a sea-going vessel will be, on their detachment, ordered to their domiciles. If on duty on a sea-going vessel for a less time, or if detached after any length of service from other than sea duty, they will not be ordered to their domiciles, unless they be on a foreign station or at Key West, in which cases, if detached without their application, before the usual period, they will be ordered to their domiciles.

Officers “on duty,” or “on leave or waiting orders,” ordered as members of, or witnesses to, a court-martial, or on some other temporary duty, will, on its completion, be ordered, as the case may be, either to resume their duties or return to their domiciles.

Respectfully, your obedient servant,

GEO. M. ROBESON,
Secretary of the Navy.

Commodore DANIEL AMMEN, U. S. N.,
Chief of Bureau of Navigation, Navy Department.

GENERAL ORDER, No. 194.

August 2, 1875.

“Commanding officers of vessels of war, and of naval stations, shall take precedence over all officers placed under their command; and the Secretary of the Navy may, in his discretion, detail a line officer to act as aid or executive of the commanding officer of a vessel of war, or naval station, which officer shall, when not impracticable, be next in rank to said commanding officer, and who, as such aid or executive, shall, while executing the orders of the commanding officer on board such ship, or at such station, take precedence over all officers attached to such vessel or station; and all orders of such aid or executive shall be regarded as proceeding from the commanding officer, and such aid or executive shall have no independent authority in consequence of such detail.”

“Staff officers, senior to the officer so detailed, shall have the right to communicate directly with the commanding officer.”

“In processions on shore, on courts-martial, summary courts, courts of inquiry, boards of survey, and all other boards, line and staff officers shall take precedence according to rank.”

The foregoing are provisions of the statute law of the country. In view of the fact that their meaning and force have been sometimes misunderstood, they are republished for the information of the service, with the following declarations and regulations, promulgated as the views of the Navy Department upon the subject-matter, and its official construction of the law, as it exists, in relation thereto.

Rank—Command.

By the force of naval law, and regulations made in conformity therewith, the following principles are established and exist, as essentials of all military service, without which there can be neither command, discipline, nor responsibility.

I. Officers entrusted with the command of vessels-of-war or naval stations, or with the command or direction of any military expedition or duty, whatever their rank, must, while properly in such command or direction, have full command, authority, and precedence over all officers and persons, of whatever rank, serving in such vessel, station, or expedition, or in the execution of such duty. This authority and precedence will descend to the officer or person on whom such command or direction may devolve, by reason of the death, disability, or absence of the person otherwise in command or direction.

II. In case of the death, disability, or absence of an officer in *military* command or direction, this command and direction, with all its authority and precedence, devolves and rests upon the *line* officer next in rank who may be present. The direction of all courts and boards, and precedence thereon, and in all processions on shore, will devolve upon the officer next in rank who may be present, without regard to the corps to which he belongs.

III. Officers of the staff-corps of the Navy will, on all occasions, be treated with the same respect as officers of corresponding rank in the line, not in command, under like circumstances. Their legal rank carries with it the same personal dignity, and is to receive, in all respects, the same consideration. If they are at any time subordinated, for any purpose of organization or duty, to the exercise of authority delegated by law to their juniors in actual or relative rank, it is for reasons growing out of the necessities of military service, operating alike on all officers of both line and staff under like circumstances, and subject to the same conditions applicable to all. The right of military command and to additional quarters is restricted by law.

IV. No officer of any grade of the Navy is authorized, by virtue of his own mere rank and authority, to give any order or grant any privilege, permission, or liberty to his senior in rank of any corps; nor is any senior officer required to receive such order, privilege, permission, or liberty from his junior, unless such junior is at the time in command of the vessel-of-war or naval station to which the senior is attached, or in command or direction of the *military* expedition or duty on which such senior is serving; and no commanding officer is authorized to delegate to any junior the authority to grant any permission, privilege, or liberty to his senior, but must himself receive and hear, under proper regulations, any request therefor from such senior, satisfying himself as to its propriety, and deciding the matter in the exercise of his own authority. Any officer on shipboard, however, who is entrusted, by general provision or special order of proper authority, with any duty, the present performance of which may involve the movements of the ship itself, or the attitude of the ship's company as a whole, represents the commandant for that purpose, and is entrusted, for the time, with all the authority necessary for the proper performance of such duty; and all officers, of whatever rank, are required to assist in carrying out such duty, and to receive and execute his orders for that purpose; nor will he be interfered with therein, unless by the commandant, or the officer next in command, who is entitled to relieve him in the performance of such duty.

Aid or Executive of the Commanding Officer.

The efficiency of every military organization requires of the commanding authority, besides the general duties of command and direction, the additional duties of organization, police, and inspection; all these appertain to, and go with the command. For the relief of the commanding officer they are usually entrusted, in their details, to subordinates, but they are performed by his authority and under his direction. On shipboard, the Secretary of the Navy, by authority of law, designates the senior line officer to perform these duties, in addition to the ordinary duties assigned to him as such line officer attached to the ship. The officer so designated is called, for the time being, the "aid or executive of the commanding officer." This is not a new rank; nor has the officer, by virtue of the title, or in consequence of the detail, any new "independent authority." It is merely a designation of the officer who, for the relief of the commandant, and by his authority alone, carries out, on board the ship, the details of *organization, inspection, and police*; duties corresponding to those which, in the Army, are performed by the adjutants, inspectors, and officers of the day.

I. As the officer in charge of the police of the ship, and the execution of all provisions made for her general good condition, appearance, and safety, his duties are constant, and call him everywhere, and give him, as representative of the commandant for that purpose, charge of, and authority over, the details necessary to the proper performance of all police duties. To this authority all officers and persons are required to yield full and prompt acquiescence.

II. As the inspecting officer of the ship, required at stated periods to examine and report her general condition and efficiency in all her departments, he is entitled to make personal examination of and report upon all these, and, for that purpose, every facility is to be afforded him by every officer of every department. The reports of the heads of departments are made to the commanding officer.

III. As the officer to whom the details of the organization of the ship's company are entrusted, he is the proper person to station the officers and crew, and to prepare, form, parade, and present them in proper attitude for review and inspection by the commandant or other proper officer; and for this purpose he has authority to take preliminary charge of all formations and parades, to see that the whole is properly organized and paraded, and to receive the reports of every part and transmit them as a whole.

IV. These duties of organization, inspection, and police devolve upon the "aid or executive of the commanding officer of a vessel-of-war," by virtue of his detail as such "aid or executive," and they, and the exercise of the authority necessary to execute them, are recognized by all military law and usage, and by the statute which authorizes his designation. But they are duties pertaining to the command delegated, under sanction of law, by the commanding officer to his "aid or executive," who, in carrying them out, is "executing the orders of the commanding officer;" and the authority exercised as necessary to their execution is the authority of "the commanding officer," exercised by his "aid or executive," and not the authority of the "aid or executive" himself. By the express provision of the statute, this officer has "no independent authority" as such "aid or executive," but exercises only the authority necessarily delegated for the execution "of the orders of the commanding officer." This delegated authority, however, is recognized by the statute which confers on the "aid or executive," while exercising it, "precedence over all officers attached to the ship," of whatever rank or corps. But this special precedence is given to him only "while executing the orders of the commanding officer on board ship," and is not his under other circumstances.

V. The officer in command of a ship-of-war is not authorized to delegate his power, except for the carrying out of the details of the general duties to be performed by his authority. The command is his, and he can neither delegate the duties of it to another, nor avoid its burdens, nor escape its responsibilities; and his "aid or executive," in the exercise of the power given to him for "executing the orders of the commanding officer," must keep himself constantly informed of the commander's opinions and wishes thereon; and whenever, and as soon as he may be uninformed or in doubt as to such opinions or wishes, he must remedy such defect by prompt and personal application, to the end that the authority of the commandant may be used only to carry out his own views; and that he may not be, by its unwarranted exercise, in any measure relieved from his official responsibilities, which can neither be assumed by nor fall upon any other officer.

VI. The details of these duties may be more fully defined by general or special orders and regulations, but the "aid or executive of the commanding officer of a vessel-of-war" has, as such "aid or executive," no other duties or authority except those which come within the scope of the above descriptions; and any other authority at any time to be exercised by the officer designated as such "aid or executive" must be such authority only as belongs to him by virtue of his rank in the line. This is his, in his own right, with all the power and precedence which belong to it, but it is to be exercised only according to the general rules governing alike all officers of all corps and every grade.

VII. It is not necessary, nor consistent with military usage and efficiency, that the "aid or executive" should be required to announce with every order given, or authority exercised by him as such, that he is "executing the orders of the commanding officer." The delegated character of this authority is fully understood, and is defined by the statute, which contemplates obedience to it as such by "all officers attached to the vessel;" and the statute, while it provides that the officer detailed to act as "aid or executive," shall, "*when not impracticable*," be next in rank to the commanding officer," still contemplates the same obedience when this is impracticable. But orders to seniors not given in the ordinary progress of military organization or duty are to be so announced.

VIII. Any complaint or appeal growing out of the exercise of these duties should be made to the commanding officer, and the right to make any such complaint or appeal will not be denied to any one.

IX. The right of all officers, whether of the line or staff, senior to the officer detailed as "aid or executive," to communicate with the commanding officer at all proper times and places, is not to be denied nor restricted; but this does not interfere with the duty of all such officers to recognize and acquiesce in the authority delegated to the "aid or executive" for the purpose of police, organization, and inspection as aforesaid, nor confer upon any such officer the right to interrupt the ordinary course of military organization or duty, while in actual execution, for the purpose of making such communication. Every officer in charge of a department has, of course, the general right, at all proper times, to communicate and confer directly with the responsible commanding officer concerning any matter relating to his department; and his duty to do so is absolute whenever he thinks it necessary for the good of his department or of the service.

X. All orders and regulations inconsistent with these provisions are hereby abrogated to the extent that they are so inconsistent, and the Revised Regulations will conform to them in all respects.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

August 10, 1875.

When prisoners under sentences of courts-martial are delivered or received at a navy yard or station, and the commandant has received no instructions respecting the disposition to be made of them, he will, without delay, report the case to the Department.

No sentence of a general court-martial, requiring the action of the Department, will be carried into effect without instructions from it, otherwise than by the simple confinement of the prisoner until such instructions have been received.

DANIEL AMMEN,
Acting Secretary of the Navy.

GENERAL ORDER, No. 195.

September 20, 1875.

At a Naval General Court-Martial, convened on board the U. S. flag-ship *Richmond*, in the harbor of Callao, Peru, June 30, 1875, by order of the commander-in-chief of the U. S. naval forces on the South Pacific Station, Assistant Paymaster *James A. Ring* was tried on the following charges:

CHARGE I.—“Absence without leave, or after the expiration of leave.”

CHARGE II.—“Disobedience of the lawful orders of, and disrespect to, his superior officer.”

CHARGE III.—“Drunkenness.”

CHARGE IV.—“Making a false statement, thereby deceiving his commanding officer.”

CHARGE V.—“Violation of ‘An act to regulate and secure the safe-keeping of public money intrusted to disbursing officers of the United States.’—Approved June fourteen, eighteen hundred and sixty-six.”

Of which charges the Court found that the accused of the first charge was “Guilty by plea;” of the second charge, “Guilty in a less degree than charged, viz: Guilty of disobedience of lawful orders of, but not guilty of disrespect to, his superior officer;” of the third charge, “Not guilty;” of the fourth charge, “Guilty by plea;” and of the fifth charge, “Not guilty.” And the said Assistant Paymaster *James A. Ring* was sentenced—

“To be suspended from duty for the term of six (6) months; to receive one-half the sea-pay of his grade during that time, and to be publicly reprimanded by the Honorable Secretary of the Navy.”

Which sentence was approved by the officer who ordered the Court.

In carrying into execution that part of the sentence of the Court which requires that Assistant Paymaster *Ring* be publicly reprimanded by the Secretary of the Navy, little more is considered necessary than to promulgate, in this General Order, the charges, with the findings and sentence of the Court; which order will be read at all naval stations of the United States and on board all ships in commission. Any officer having a proper regard for his reputation and standing in the service would feel such promulgation as in itself a poignant reprimand.

J. C. HOWELL,
Acting Secretary of the Navy.

GENERAL ORDER, No. 196.

December 15, 1875.

I. Section 138, Chapter IV, of the “Orders, Regulations, and Instructions for the Administration of Law and Justice in the United States Navy,” promulgated April 15, 1870, is hereby modified so as to read as follows, viz:

No person in the Navy shall be tried and sentenced by a court-martial for any crime or offense which shall appear to have been known to the authority convening the Court three years before the issuing of the order convening the Court.

II. Whenever any person, convicted by court-martial, shall be sentenced for any period exceeding ten days to confinement on diminished rations, or on bread and water, there must appear on the face of the record of the proceedings the certificate of the senior medical officer present, to the effect that such sentence will not be seriously injurious to the health of the accused.

III. In every sentence of confinement with loss of pay and dismissal from the service, it must be provided that a sum not less than twenty dollars shall be paid to the offender on his discharge from imprisonment.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 197.

December 24, 1875.

Hereafter it shall be the duty of the commanding officer of every vessel of the Navy to appoint a board, consisting of at least three officers attached to the ship, whose duty it shall be to inform themselves, as fully as possible, of the previous naval history of the general-service men of the ship, and their general character, ability and fitness, and to make recommendations, signed by themselves and entered upon the log-book of the ship, as to the ratings of the general-service men; and the ratings and disratings of general-service men shall be made by the commanding officer in view of such recommendation; and when, in his opinion, it shall be for the interests or discipline of the service to disregard such recommendation in any particular case, or to rate or disrate any man, independently of or contrary to the same, he shall enter the fact, together with his reasons for acting in disregard of such recommendation, upon the log-book of the ship, over his own signature.

This order supersedes the circular of the Bureau of Equipment and Recruiting dated October 6, 1875.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 198.

January 6, 1876.

For various reasons, involving past usages and services, and for the convenience of distinguishing the relative rank of officers of the same grade, the Department has determined to restore the flag of the Secretary of the Navy, of the Admiral, of the Vice-Admiral, of Rear Admiral of blue, red, and white, and the pendant of Commodore of blue, red, and white.

The patterns will be those in use prior to, and changed on, January 1, 1870.

The execution of this order will take effect on July 4, 1876.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 199.

January 10, 1876.

A commanding officer of a vessel-of-war when relieved on a foreign station will transfer his clerk to the officer relieving him, when desired by his relief and agreeable to the clerk. Should such transfer, on these conditions, be not effected, the clerk of the officer relieved will be ordered to his home, but in no case will transportation be furnished or paid for to any one going abroad to take his place. The commanding officer entitled to a clerk may appoint one present on the station, if a fit person to perform the duties can be found.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 200.

January 17, 1876.

General Order, No. 92, dated March 11, 1869, which forbids the practice of covering the berth-decks of vessels-of-war with shellac, is hereby revoked.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 201.

January 18, 1876.

The Department is gratified to publish in a general order the following commendatory report from Commander A. P. Cooke, commanding U. S. S. Swatara, relative to the gallant conduct of Michael Deneef, captain of top, on board of that ship.

Such an exhibition of gallantry and presence of mind deserves and receives the warmest appreciation of the Department.

A medal of honor will be awarded to Michael Deneef for his efforts in saving human life.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. S. SWATARA (THIRD RATE),
PORT ROYAL, SOUTH CAROLINA, December 28, 1875.

SIR: I have the honor to call to your attention the gallant conduct of Michael Deneef (C. T.) of this vessel. On the morning of December 1, while at anchor in the harbor of Para, the dinghy, riding at the port-boom, capsized and got loose from her moorings, and the very strong flood-tide (about four knots an hour) swept the boat rapidly astern. One of the crew of the dinghy continued to cling to her, but from his fright, or from accident, lost his hold, from which moment his life was much in peril. As soon as the danger became apparent, and before a boat could possibly be manned, Deneef jumped overboard from the port gang-way, and, from his presence of mind and physical strength, succeeded in getting his shipmate on to the dinghy, and kept him there until assistance from the ship could be rendered, and both men were taken into a cutter.

I am glad to say that this act of gallantry is in perfect keeping with Deneef's habitual seaman-like bearing. He is an American, formerly an apprentice boy, and probably the finest seaman in the ship.

Very respectfully, your obedient servant,

Forwarded:

A. W. WEAVER,
Commander, Senior Officer present.
Hon. GEO. M. ROBESON,
Secretary of the Navy,
Washington, D. C.

A. P. COOKE,
Commander Commanding.

GENERAL ORDER, No. 202.

January 20, 1876.

The following change has been adopted in the uniform of the enlisted men, of all grades, in the Navy; and commanding officers of vessels are directed to have the alteration made by the men themselves.

Three stripes of tape, to be three-sixteenths of an inch wide, one-quarter of an inch apart, and laid on one-quarter of an inch from the edge of the collar of the frock, with a three-quarter inch white star in each corner thereof. When new clothing is contracted for, or made up by the men, the collar of the frock, which is now six and one-half inches deep, should be increased to nine inches. The different ratings of the men are to be indicated by the stripes on the cuffs.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 203.

January 31, 1876.

On board of all vessels of the Navy having three or less than three watch officers on duty, the navigation officer shall keep a regular night watch, or be assigned to a particular night watch, at the option of the commanding officer.

At sea, during daylight, the deck may be left in charge of a junior line officer—the executive officer, or the officer whose regular watch it may be, remaining on deck and being directly responsible for the junior in charge.

The log will be signed by the regular officer of the watch.

Junior officers shall be afforded frequent opportunities to tack and wear ship, to reef, and make and shorten sail.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 204.

February 9, 1876.

The Department has noticed, with regret, the frequency of punishments inflicted upon the enlisted men on board of some of the ships now in commission—no one punishment, perhaps, exceeding the law, but some commanding officers, taking advantage of the law, inflict punishment for slight offences so frequently as to harrass the men and create discontent, without adding to the efficiency of their ships or to the maintenance of discipline.

The Department, without taking more decided action at present, would suggest to commanding officers to try the experiment of forbearance and consideration for the feelings of the men, and endeavor to induce cheerful obedience by granting indulgences, instead of coercing reluctant obedience through fear of punishment.

If these means fail, then they can resort to punishment, for the Department does not desire nor intend that the efficiency of the Navy shall be impaired by any undue leniency, nor will it sanction any willful disregard of law or disrespect to authority.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 205.

February 11, 1876.

The service is reminded that the rank of all officers is established by the statute law of the country, and that the rank of officers of the staff corps, as fixed by law, is derived from the same authority as that fixed by law for the officers of the line; therefore on all occasions of official courtesy, where it is customary to interchange personal salutes, it is the duty of the junior in rank to first salute his senior, whether of the line or staff, provided, however, that the officer actually in command of the ship is entitled to the respect due to that position, whatever may be his rank or seniority.

Hereafter on board of all vessels of the Navy on all occasions of general muster, inspections, quarters, reviews, and like occasions and ceremonies, the officer at the time in actual command of the ship shall himself be present, and he shall receive in person, as commanding officer, the reports customary on such occasions direct from the heads of departments and officers of divisions.

All commissioned officers of the Navy attached to a vessel-of-war, when desiring leave from the ship, shall obtain the required permission from the commanding officer, and upon their return report the same to him through the officer of the deck.

Officers senior in rank to the aid or executive are not required to inform the aid or executive of their departure from or their return to the ship; this is the duty of the officer of the deck, who will communicate such information to the aid or executive.

All orders and regulations of the Navy inconsistent with this order are hereby abrogated to the extent they are so inconsistent.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 206.

February 15, 1876.

Medals of honor will be awarded to John Handran, seaman, and Edward Maddin, ordinary seaman, for the gallant conduct displayed by them in saving human life, as per the following commendatory report from Captain S. R. Franklin, commanding the U. S. S. "Franklin."

GEO. M. ROBESON,
Secretary of the Navy.

U. S. FLAGSHIP FRANKLIN,
LISEON, PORTUGAL, January 19, 1876.

SIR: I have the honor to bring to the notice of the Department the gallant conduct of John Handran, seaman, and Edward Maddin, ordinary seaman, which was displayed under the following circumstances:

On the morning of the 9th instant, Henry O. Neil, landsman, fell overboard from the lower boom of this vessel while a strong tide was running, and would probably have been drowned had it not been for the timely assistance of the men above named, who instantly sprang into the water and sustained him until a boat was sent to their assistance.

I would state in this connection that John Handran, seaman, has displayed the same sort of gallantry on several occasions.

I am, sir, very respectfully, your obedient servant,

S. R. FRANKLIN,
Captain Commanding.

HON. GEO. M. ROBESON,
Secretary of the Navy,
Washington, D. C.

GENERAL ORDER, No. 207.

March 23, 1876.

Medals of honor will be awarded to Albert Weisbogel, captain of mizzen-top, and Richard Ryan, ordinary seaman, for the gallant conduct displayed by them in saving human life, as per the following commendatory reports from Lieut. Commander Joshua Bishop, Executive Officer of the U. S. S. "Plymouth," and Captain S. B. Luce, commanding the U. S. Flagship "Hartford."

GEO. M. ROBESON,
Secretary of the Navy.

U. S. S. PLYMOUTH, (SECOND RATE,)
HAMPTON ROADS, VA., February 26, 1876.

SIR: I respectfully present for your consideration the following facts, of which I am personally cognizant, in the case of Albert Weisbogel, captain of mizzen-top, now serving on board this vessel:

That while serving on board the U. S. S. "Benicia," he, Weisbogel, jumped overboard and succeeded in saving a marine by the name of Wolf, who had, while laboring under a fit of insanity, attempted to commit suicide by drowning.

I know that Rear Admiral Almy instructed Captain Hopkins to present this case to the Department with a recommendation for a gallant-conduct medal, and also that, by admission of Captain S. B. Luce, he had performed a like gallant feat while serving on board the U. S. S. "Juniata."

By my own appreciation of this man's conduct in hard gales of wind on the Pacific ocean, I recommend him for a medal.

Very respectfully,

JOSHUA BISHOP,
Lieut. Commander, U. S. Navy, and Executive Officer.

CAPT. EDWARD BARRETT, U. S. N.,
Commanding.

U. S. FLAGSHIP HARTFORD,
NORFOLK, VA., March 7, 1876.

SIR: I beg leave to report that during the morning watch on the 4th instant, James Mullen, landsman, fell overboard from one of the forward gun ports on the port side. A strong ebb tide was running, and the man, unable to swim, was sinking, when Richard Ryan, ordinary seaman, one of the crew of the steam-launch then at the port gangway, jumped after Mullen and sustained him until they were rescued by the launch.

Very respectfully, your obedient servant,

S. B. LUCE,
Captain, U. S. N., Commanding.

HON. GEO. M. ROBESON,
Secretary of the Navy,
Washington, D. C.

GENERAL ORDER, No. 208.

April 1, 1876.

The pay of the crews of receiving ships, and the number of men allowed in each rating, will hereafter be in conformity with the following table:

Ratings.	Monthly pay.	Wabash.	Colorado.	Worcester.	Potomac.	Sabine.	Independence.	Relief.	St. Louis.
Boatswains' Mates	\$23.50	3	3	2	2	2	2	1	
Quartermasters	26.50	4	4	3	3	4	3	2	
Coxswains	26.50	1	1	1	1	2	1		1
Captains of Forecastle	26.50	1	1	1		2			
Captains of Tops	26.50	2	2	2		2			
Captains of Afterguard	23.50	1	1	1	1	1	1	1	
Quarter Gunners	26.50	2	2	2		2			
Carpenters' Mates	26.50	1	1	1	1	1	1		
Sailmakers' Mates	26.50					1			
Machinists	26.50	2	2	2					
Captains of Hold	21.50	1	1	1		1			1
Ships' Cooks	31.50	1	1	1	1	1	1	1	1
Assistant Cooks	26.00	1	1	1					
Bag-room Keepers	21.50	2	2	1	1	1	1		
Lamp Cleaners	21.50	2	2	2	1	1	1		
Ships' Corporals	26.50	2	2	2	1	1	1	1	1
Coopers	21.50	1	1	1					
Nurses	15.50	1	1	1	1	1	1	1	
Ships' Yeomen		1	1	1	1	1	1	1	1
Engineers' Yeomen		1	1	1					
Master-at-Arms		1	1	1	1	1	1	1	
Apothecary		1	1	1	1	1	1	1	1
Paymasters' Yeomen		1	1	1	1	1	1	1	1
Schoolmasters	36.50					2			
Ships' Writers	31.50	2	2	1	1	1	1		1
Ships' Printers	26.50	1	1						
Ships' Tailors	23.50	1	1	1		1			
Ships' Bakers	26.50					1			
Painters, 2d class	23.50	1	1	1					
Cabin Stewards	36.50	1	1	1	1	1	1	1	1
Cabin Cooks	31.50	1	1	1	1	1	1	1	1
Wardroom Stewards	31.50	1	1	1	1	1	1		1
Wardroom Cooks	26.50	1	1	1	1	1	1	1	1
Steerage Stewards	21.50	1	1	1	1	1	1		
Steerage Cooks	19.50	1	1	1	1	1	1	1	
Bugler	31.50	1	1	1	1	1	1		
Seamen	19.50	6	6	6	2	7	2	1	
Ordinary Seamen	17.50	8	8	8	2	6	2	2	
Landsmen	15.50	16	16	16	4	8	14	5	8
Seamen, E. F.	21.50	8	8	6	2	1			
Ordinary Seamen, E. F.	17.50				1	2	1		
Steward to Commander-in-Chief	41.50	1	1	1		1	1	1	1
Cook to Commander-in-Chief	36.50	1	1	1		1	1	1	1
Coxswain to Commander-in-Chief	31.50						1		
Carpenter	19.50								1
Master of Band	51.50	1		1	1	1	1		
First-class Musicians	36.50	7		7	7	7	7		
Second-class Musicians	31.50	8		8	8	8	8		

The pay of master-at-arms and ships' and engineers' yeomen on receiving ships at Brooklyn and Charlestown is \$61.50 per month, at Philadelphia \$56.50 per month, and on other receiving ships \$51.50 per month.

First class paymasters' yeomen allowed to all receiving ships.

First class apothecaries allowed to receiving ships at Boston, New York, and Norfolk, all others allowed second class apothecaries.

Paymasters' yeomen and apothecaries will be allowed \$1.50 per month additional as heretofore.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

May 3, 1876.

Officers of the Navy who are invited and officially attend the opening of the Centennial Exhibition at Philadelphia on May 10th will wear undress uniform, with sword, epaulettes, and cap.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 209.

May 20, 1876.

At a Naval General Court-Martial recently convened at the navy yard, Washington, D. C., Lieut. Commander *Joseph B. Coghlan* was tried on the following charges and specifications, viz:

Charges and specifications of charges preferred by the Secretary of the Navy against *Joseph B. Coghlan*, a lieutenant commander in the United States Navy:

CHARGE I.—“Conduct unbecoming an officer and a gentleman.”

Specification—In this: that *Joseph B. Coghlan*, then and now a lieutenant commander in the Navy of the United States, did, at Port Royal, South Carolina, on or about the fourteenth day of April current, having written and subscribed a profane, scurrilous, and ungentlemanly letter to William P. Moran, a clerk in the Navy Department, forward said letter by mail to said Moran, addressed to him as “William P. Moran, Clerk, Bureau of Navigation, Washington, D. C.,” in violation of his duty as a gentleman, and of the laws of decency, decorum, and morality, which are incumbent upon every officer in the naval service.

CHARGE II.—“Scandalous conduct, tending to the destruction of good morals.”

Specification—In this: that *Joseph B. Coghlan*, then and now a lieutenant commander in the Navy of the United States, did, at Port Royal, South Carolina, on or about April fourteenth, A. D. eighteen hundred and seventy-six, write, subscribe, address, and forward by mail, to William P. Moran, a clerk in the Navy Department at Washington, in the District of Columbia, a profane, indecent, scandalous, and threatening letter, in the words and figures following: (then follows copy of letter, which it is unnecessary to give,) and did thereby violate good morals, and set an evil example to others in like manner to offend.

GEO. M. ROBESON,
Secretary of the Navy.

NAVY DEPT., April 22, 1876.

The Court found the specification proven and the accused guilty of the charges, and passed sentence, as follows:

“And the Court do therefore sentence the said Lieut. Commander *Joseph B. Coghlan*, United States Navy, to be suspended from duty for the period of one year; to retain his present number on the list of lieutenant commanders for the said time, and to be publicly reprimanded in General Orders by the Honorable Secretary of the Navy.”

The finding of the Court is approved, and the sentence, though not approved in the fullest sense of the word, is confirmed.

In carrying into execution that part of the sentence which requires that Lieut. Commander *Coghlan* “be reprimanded in General Orders,” the Department is constrained, in order that the effect of its reprimand may not be perverted, or the younger officers of the Navy be misled by the lenient action of the Court, to state its opinion that the punishment awarded is certainly not too severe for the offenses found proved.

Neither the evidence taken by the Court, nor the defense offered by the accused, shows any cause or excuse for the violent and vindictive tone and disgraceful language of the letter set forth in the specifications; and the only assignable cause appears to be an impression on the part of the writer that orders distasteful to him had been issued at the instigation or through the contrivance of the clerk to whom the letter is addressed, and were the result of personal considerations and malevolent feelings, instead of being, as they were, proper and necessary for the interests of the service.

The accused pleaded no provocation; the Court upon inquiry could find none, and the only conceivable motive for the letter is one which not only deprived Lieut. Commander *Coghlan* of all claim to the lenient consideration of his case by the Department, but adds to the disgraceful offenses of “ungentlemanly conduct,” and “scandalous conduct, tending to the destruction of good morals,” the grave military offense of treating with disrespect and contempt his superior officer, the officer of high rank who occupies the position of Chief of the Bureau whence the orders emanate, and shows a degree of insubordination which renders the offender unfit for the service.

Lieut. Commander *Coghlan* will be considered as suspended from this date, in conformity with his sentence.

GENERAL ORDER, No. 210.

GEO. M. ROBESON,
Secretary of the Navy.
June 5, 1876.

The order of December 30, 1865, dismissing *Julius S. Bohrer*, Master in the U. S. Navy, from the naval service, is hereby declared void, and Mr. *Bohrer* is hereby, under and by virtue of the Revised Statutes of the United States, Title 15, Chapter 10, Article 37, restored to the Retired List as master.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 211.

June 7, 1876.

I. Before a Naval General Court-Martial, convened at the navy yard at New York, May 18, 1876, by order of the Secretary of the Navy, dated May 15, 1876, of which Court Captain D. B. Harmony, U. S. Navy, was president, was arraigned and tried *Frederick E. Upton*, master, U. S. Navy, upon the following charges and specifications: CHARGE I.—“Using provoking and reproachful words towards another person in the Navy.”

Specification—In this: that on or about the twenty-seventh day of April, in the year eighteen hundred and seventy-six, on board the United States ship *Albert*, at the navy yard at Brooklyn, New York, the said Master *Frederick E. Upton*, then attached to and serving on board said ship, did use provoking and reproachful words to David P. Wilson, quartermaster of said ship, and did repeatedly say to him, the said Wilson, “God damn you, get up on the poop,” and “I can hound you every day in the week, and I’ll do it.”

CHARGE II.—“Treating his superior officer with contempt while in the execution of his office.”

Specification—In this: that on or about the seventh day of May, in the year eighteen hundred and seventy-six, on board the United States ship *Alert*, then at the navy yard at Brooklyn, New York, the said Master *Frederick E. Upton*, attached to and serving on board said ship, and being at the time officer of the deck, and while sitting in the cabin of said ship, did, upon being informed by the executive officer, Lieutenant Geo. B. Livingston, U. S. Navy, that that was not the place for the officer of the deck, and that he should report him to his commanding officer, reply, “report and be damned.”

CHARGE.—“Absence without leave.”

Specification—In this: that on or about the eighth day of May, in the year eighteen hundred and seventy-six, the said Master *Frederick E. Upton*, then attached to and serving on board the United States ship *Alert*, at the navy yard at Brooklyn, New York, did absent himself from that vessel without leave.

FINDING.

After full and mature consideration of all the evidence adduced, the Court find in the case of the accused, Master *Frederick E. Upton*, of the United States Navy, as follows:

The specification of the first charge proven in part, and the accused guilty of the first charge.

The specification of the second charge proven, and the accused guilty of the second charge.

The specification of the third charge proven, and the accused guilty of the third charge.

SENTENCE.

“And the Court do therefore sentence the said Master *Frederick E. Upton*, of the United States Navy, to be suspended from duty and rank for one year, and to be reprimanded in General Orders by the Hon. Secretary of the Navy.”

ACTION OF THE DEPARTMENT.

II. The proceedings and finding of the Court are approved by the Department.

The sentence also is approved, although reluctantly, because the offenses proved would have warranted, and, in the judgment of the Department, demanded, a punishment far more severe.

In conformity with his sentence, Master *Frederick E. Upton*, U. S. Navy, is hereby, and from this date, suspended from duty and rank for one year.

This order and reprimand will be publicly announced and read at all navy yards and naval stations, and on board of all naval vessels in commission.

The Secretary of the Navy deeply regrets that an officer so young in the service as Master *Upton* should have disgraced himself and the Navy of the United States by committing the very grave offenses proved against him—offenses whose perpetration betrays an ignorance of, or disregard for, the very first and fundamental duties of his profession. It is to be hoped that the punishment now visited upon the offender may prevent him from again forgetting the respect and courtesy due at all times to his superior officers.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 212.

June 9, 1876.

The Department is gratified to publish, in a general order, the following commendatory report from Capt. Edward Barrett, commanding the U. S. S. *Plymouth*, rel-

ative to the gallant conduct of Albert Weisbogel, captain of mizzen top, and Emila Lejeune, seaman, and to the good conduct of Gunner William Wilson and Seamen William Higgins, of that vessel.

Such exhibitions of gallantry and presence of mind deserve and receive the warmest appreciation of the Department.

A medal of honor will be awarded to Albert Weisbogel, being the second which the Department has awarded him for his successful efforts in saving human life. Medals of honor will also be awarded to Emile Lejeune and William Higgins.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. S. PLYMOUTH, (SECOND RATE,)
AT SEA, OFF HAITI, WEST INDIES, May 10, 1876.

SIR: It affords me pleasure to again bring to the notice of the Department the presence of mind and promptness of Albert Weisbogel, captain of mizzen top, in endeavoring to save the life of Peter J. Kenny, landsman, who had fallen overboard, and was subsequently rescued, while this vessel was entering the harbor of Kingston, Jamaica, on the morning of the 27th of April, 1876.

Very respectfully, your obedient servant,

E. BARRETT,
Captain, U. S. N., and Senior Officer present.

HON. GEO. M. ROBESON,
Secretary of the Navy,
Washington, D. C.

U. S. S. PLYMOUTH, (SECOND RATE,)
AT SEA, OFF SAINT DOMINGO, May 19, 1876.

SIR: I have the honor to report that about 8 P. M. on the evening of the 15th instant, while this ship was underway, off Vache Island, south coast of Haiti, James Duncan, seaman, fell overboard. The two life-boats were about to be lowered, when the whale-boat's detaching bolt, of the Wood's apparatus, gave way and precipitated the boat into the sea, stove her bottom. Two men were in her, the balance of the crew having succeeded in reaching the deck. The boat filled with water and floated astern.

Through the promptness and energy of Gunner William Wilson, who jumped in and took charge of her, the second cutter was quickly lowered and went to the rescue.

I take pleasure in recommending to the notice of the Department Gunner Wilson's conduct.

I also take pleasure in recommending for a medal of honor William Higgins, seaman, who on the occasion referred to was the first to lower the balsa, and to row her off in the direction of the whale-boat, and rescuing one of the men from the sinking boat. Higgins is an efficient and cool man, always ready for an emergency.

I am happy to state that there was no loss of life, but the whale-boat had to be cut adrift and the life-buoy was lost.

Very respectfully, your obedient servant,

E. BARRETT,
Captain, U. S. N., Commanding U. S. S. Plymouth.

HON. GEO. M. ROBESON,
Secretary of the Navy,
Washington, D. C.

U. S. S. PLYMOUTH, (SECOND RATE,)
HARBOR OF PORT ROYAL, S. C., June 7, 1876.

SIR: I take pleasure in bringing to the notice of the Department the gallant conduct of Emile Lejeune, seaman, serving on board this ship, who, on the 6th instant, while on shore, as one of the crew of the steam launch of this ship, rescued a citizen from drowning, who had fallen off the steamer wharf at Port Royal, South Carolina.

I respectfully recommend Lejeune to the Department for a medal of honor.

Very respectfully, your obedient servant,

E. BARRETT,
Captain, U. S. N., Commanding U. S. S. Plymouth.

HON. GEO. M. ROBESON,
Secretary of the Navy,
Washington, D. C.

GENERAL ORDER, No. 213.

June 27, 1876.

At a General Court-Martial, convened at the navy yard at Norfolk, Virginia, on the 7th of June, 1876, was arraigned and tried *James A. Ring*, an Assistant Paymaster in the Navy, upon the charges of "conduct unbecoming an officer and a gentleman" and "persistent and continued violation of the regulations of the Norfolk Navy Yard," and was found guilty of these charges, though in a less degree than charged, and sentenced as follows:

"To be suspended from rank and duty for the term of six (6) months from the date of approval of this sentence; to be paid during that period at the rate of nine hundred dollars (\$900) per annum, and to be reprimanded in General Orders by the Honorable Secretary of the Navy."

The proceedings, finding, and sentence are approved; to take effect from the date of this order.

In carrying out that part of the sentence which relates to reprimand, it is necessary to advert to the fact that the Secretary of the Navy is now called on for the second time within a period of nine months to reprimand Assistant Paymaster *James A. Ring*, conformably to sentence of a General Court-Martial. General Order No. 195, dated in September last, contains the first of these reprimands.

It is to be regretted that the sense of shame produced in the accused by that order has not been strong enough to prevent him from committing further offenses, and from thus doubly dishonoring himself and the naval service.

Every officer in the Navy should cherish a respect for authority, law, regulation, and gentlemanly decorum. Mr. *Ring* has, as this and the former conviction show, betrayed not only a disregard for this duty, but a want of self-respect greatly to be deplored, and must now, therefore, be again published, as an offender, in every navy yard, naval station, and on every ship in commission.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 214.

July 27, 1876.

A medal of honor is hereby awarded to John Costello, ordinary seaman of the U. S. Steamer Hartford, for gallantry in rescuing from drowning a landsman of that vessel, at Philadelphia, July 16, 1876.

Also to John Lucy, second-class boy of the U. S. Steamer Minnesota, for heroic conduct on the occasion of the burning of Castle Garden at New York, July 9, 1876.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 215.

August 9, 1876.

A medal of honor is hereby awarded to Charles Giddings, seaman, and William Corey, landsman, of the U. S. S. Plymouth, for heroic conduct, for their efforts in trying to save the life of one of the crew of that vessel, who had fallen from aloft overboard, at the navy yard, New York, July 26, 1876.

Also to Thomas Kersey, seaman, of the U. S. S. Plymouth, for bravery and presence of mind in rescuing from drowning one of the crew of that vessel, at the navy yard, New York, July 26, 1876.

Also to Boatswain's Mate Alexander Parker, of the U. S. S. Portsmouth, for gallant conduct in attempting to save a shipmate from drowning, at the navy yard, Mare Island, July 25, 1876.

The Department notes with pleasure the promptness of Acting Boatswain John Brady, of the Portsmouth, in jumping overboard to assist Parker.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

August 9, 1876.

When companies of seamen and marines are united for battalion drill, or infantry service afloat or ashore, the marine company will take the right of the line.

The companies of seamen shall be formed in the order of rank of the company officers, according to the authorized tactics.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 216.

August 12, 1876.

The estimates made for "Pay of the Navy" for the current year were \$7,600,000. To keep the personnel of the Navy properly employed to meet the best interests of the service and of the country, this amount was, in the opinion of the Department, actually required, as will appear from the estimates submitted, and the statements made up in the office of the Fourth Auditor of the Treasury, where all naval accounts are finally settled. The representatives of the people in Congress have, however, determined that this sum was not necessary, upon the express grounds (see explanation of Conference Report on Naval Appropriation Bill) "that by a very rigid enforcement of a somewhat disused power on the part of the Secretary of the Navy to furlough officers, instead of having them under the heads of 'other duty' or 'waiting orders,' a very considerable reduction could be made," and they therefore "give the Secretary of the Navy the disagreeable duty of putting officers upon furlough, when they can be spared from the actual needs of the service, at the same time saying, that if it should be found by experiment that it is impossible to get through the fiscal year, we at another session of Congress will perhaps make it right." (Congressional Record, June 30, page 16.)

In pursuance of this policy, Congress appropriated for the current year, for the "Pay" of the Navy to be administered upon this plan, and also reduced by cutting off 1,000 from its former complement of 8,500 men, the sum of \$5,750,000, or nearly \$2,000,000 less than the amount of the estimates. Under these circumstances, the Department, although entertaining different views, feels bound to make, in good faith, the effort to bring the actual expenses of this branch of the service as near as possible to the amount appropriated by Congress. This can only be done by reducing the number of officers employed to those absolutely needed to meet the daily pressing

requirements of the service, and by putting those unemployed upon the lowest pay recognized by the provisions of existing laws.

It is, indeed, a "disagreeable duty" for the Secretary to be obliged to put so many well-deserving officers in a position reserved, of late years, solely for the useless and undeserving, and perhaps to reduce the pay of some gallant men below what is actually necessary for the support of their families. But he has no other alternative, except that of refusing to carry out the expressed will of the representatives of the people.

Congress will be asked, at its next session, to remedy to the deserving the evil which is thus done them, and, in the meantime, it will be understood that this order neither imputes any wrong to, nor involves the disgrace of, any such officer; but that it is simply an effort to meet, as near as may be, the requirements of public law, binding alike upon the Department and the service.

It is therefore ordered, that—

I. Until further orders, officers relieved from sea-going vessels, and having made a cruise or part of a cruise, will have as many months "leave" or "waiting orders," dating from the day of their detachment in any port of the United States, or if detached abroad, from the date of their arrival in the first port of the United States, as that cruise or part of a cruise has been in years, with a proportionate "leave" for a fraction of a year of such service. At the expiration of their "leave" or "waiting orders" such officers will thereafter be regarded as on "furlough," and are, by virtue of this order, so placed on "furlough," and will be so paid by disbursing officers without further instructions from the Department.

II. Officers relieved from shore stations, harbor ships, or special duty, will have one month's "leave" or "waiting orders," dating from the day of their detachment, at the expiration of which they will be regarded as on "furlough," and are, by virtue of this order, so placed on "furlough," and will be so paid by disbursing officers without further instructions from the Department.

III. All officers not on duty on the 1st of September next, and who are not affected by either of the two preceding paragraphs, will be regarded as on "furlough," and are, by virtue of this order, so placed on "furlough" from that date, and will thereafter be so paid by disbursing officers without further instructions from the Department.

IV. The foregoing applies only to the active list of the Navy, the pay of retired officers being fixed by special provision of law.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 217.

August 12, 1876.

Before a Naval General Court-Martial convened at the navy yard at Mare Island, Cal., on the 31st day of May, 1876, by order of the Secretary of the Navy, was arraigned and tried *Bancroft Gherardi*, a captain in the United States Navy, upon the charge of "causing punishment forbidden by law to be inflicted on persons in the Navy;" which charge consists of sixteen specifications, each setting forth one individual case.

Nine of these specifications are found proven, and of the Charge the accused is found "Guilty."

SENTENCE.

"And the Court does therefore sentence the said *Bancroft Gherardi*, a captain in the Navy, to be suspended from duty for two years, and to be publicly reprimanded in general orders by the Hon. Secretary of the Navy."

The Secretary of the Navy reluctantly approves the proceedings, finding, and sentence, because he deems the sentence inadequate to the crime proven.

In reprimanding Captain *Gherardi*, the Secretary of the Navy reminds him, and the service at large, that no officer should abuse his lawful authority; far less should any officer set the example, as in this case, of a wilful and deliberate violation of law—of laws enacted to prevent the infliction of cruel and barbarous forms of punishment. No commander of a naval vessel who thus sets the example of misconduct can expect to secure the respect or obedience of the officers and men who are placed under his command, or the confidence of the Navy Department.

Captain *Bancroft Gherardi*, U. S. Navy, will, in conformity with his sentence, be suspended from duty for two years from the date of this order.

It is further ordered that this general order be read at all navy yards, naval stations, and on board every naval vessel in commission.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 218.

August 24, 1876.

A medal of honor is awarded to John Powers, ordinary seaman, and Michael Con-

nolly, ordinary seaman, of the U. S. S. Plymouth, for gallantry in rescuing a citizen from drowning in the harbor of Halifax, Nova Scotia, August 7, 1876.

Also to John Osborne, seaman, of the U. S. S. Juniata, for gallant conduct in rescuing from drowning an enlisted boy of that vessel, at Philadelphia, Pennsylvania, August 21, 1876.

DANIEL AMMEN,
Acting Secretary of the Navy.

GENERAL ORDER, No. 219.

September 1, 1876.

The Admiral of the Navy, on his application to the President and by his direction, is exempted from the provisions of General Order No. 216, operating to place other unemployed officers of the Navy on "furlough."

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

September 8, 1876.

The attention of Pay Officers of the Navy is called to the following "Circular Instructions relative to Public Moneys and Official Checks of United States Disbursing Officers," issued by the Treasury Department, August 24, 1876.

J. C. HOWELL,
Acting Secretary of the Navy.

Circular Instructions Relative to Public Moneys and Official Checks of United States Disbursing Officers.

1876.—Department No. 107.—Ind. Treasury Div. No. 26.

TREASURY DEPARTMENT,
Washington, D. C., August 24, 1876.

The following sections of the Revised Statutes are published for the information and guidance of all concerned:

"SECTION 3620. It shall be the duty of every disbursing officer having any public money intrusted to him for disbursement, to deposit the same with the Treasurer or some one of the Assistant Treasurers of the United States, and to draw for the same only as it may be required for payments to be made by him in pursuance of law; and all transfers from the Treasurer of the United States to a disbursing officer shall be by draft or warrant on the Treasury or an Assistant Treasurer of the United States. In places, however, where there is no Treasurer or Assistant Treasurer, the Secretary of the Treasury may, when he deems it essential to the public interest, specially authorize in writing the deposit of such public money in any other public depository, or, in writing, authorize the same to be kept in any other manner, and under such rules and regulations as he may deem most safe and effectual to facilitate the payments to public creditors."

"SECTION 5488. Every disbursing officer of the United States who deposits any public money intrusted to him in any place or in any manner, except as authorized by law, or converts to his own use in any way whatever, or loans with or without interest, or for any purpose not described by law withdraws from the Treasurer or any Assistant Treasurer, or any authorized depository, or for any purpose not prescribed by law transfers or applies any portion of the public money intrusted to him, is, in every such act, deemed guilty of an embezzlement of the money so deposited, converted, loaned, withdrawn, transferred, or applied; and shall be punished by imprisonment with hard labor for a term not less than one year nor more than ten years, or by a fine of not more than the amount embezzled or less than one thousand dollars, or by both such fine and imprisonment."

In accordance with the provisions of the above sections, any public money advanced to disbursing officers of the United States must be deposited immediately to their respective credits, with either the United States Treasurer, some Assistant Treasurer, or designated depository, other than a national bank depository, nearest or most convenient, or, by special direction of the Secretary of the Treasury, with a national bank depository, except—

(1.) Any disbursing officer of the War Department, specially authorized by the Secretary of War, when stationed on the extreme frontier or at places far remote from such depositories, may keep, at his own risk, such moneys as may be intrusted to him for disbursement.

(2.) Any officer receiving money remitted to him upon specific estimates, may disburse it accordingly, without waiting to place it in a depository, provided the payments are due, and he prefers this method to that of drawing checks.

Any check drawn by a disbursing officer upon moneys thus deposited must be in favor of the party, by name, to whom the payment is to be made, and payable to "order" or "bearer," with these exceptions:

(1.) To make payments of individual pensions, checks for which must be made payable to "order," (2) to make payments of amounts not exceeding twenty dollars, (3) to make payments at a distance from a depository, and (4) to make payments of fixed salaries, due at a certain period; in either of which cases, except the first, any disbursing officer may draw his check in favor of himself or bearer for such amount as may be necessary for such payment, but in the last-named case the check must be drawn not more than two days before the salaries become due.

Any disbursing officer or agent drawing checks on money deposited to his official credit must state on the face or back of each check the object or purpose to which the avails are to be applied, except upon checks issued in payment of individual pensions, the special form of such checks indicating sufficiently the character of the disbursement.

Such statement may be made in brief form, but must clearly indicate the object of the expenditure, as, for instance, "pay," "pay-roll," or "payment of troops," adding the fort or station; "purchase of subsistence" or other supplies; "on contract for construction," mentioning the fortification or other public work for which the payment is made; "payments under \$20;" "to pay foreign pensions," &c.

Checks will not be returned to the drawer after their payment, but the depository with whom the account is kept shall furnish the officer with a monthly statement of his deposit account.

No allowance will be made to any disbursing officer for expenses charged for collecting money on checks.

In case of the death, resignation, or removal of any disbursing officer, checks previously drawn by him will be paid from the funds to his credit, unless such checks have been drawn more than four months before their presentation, or reason exists for suspecting fraud.

Every disbursing officer when opening his first account, before issuing any checks, will furnish the depository on whom the checks are drawn with his official signature duly verified by some officer whose signature is known to the depository.

For every deposit made by a disbursing officer to his official credit a receipt in form as below shall be given, setting forth, besides its serial number and the place and date of issue, the character of the funds, *i. e.*, whether coin or currency; and if the credit is made by a disbursing officer's check transferring funds to another disbursing officer, the essential items of the check shall be enumerated; if by a Treasury draft, like items shall be given, including the warrant number; the title of each officer shall be expressed, and the title of the disbursing account shall also show for what branch of the public service the account is kept, as it is essential for the proper transaction of departmental business that accounts of moneys advanced from different bureaus to a disbursing officer serving in two or more distinct capacities be kept separate and distinct from each other, and be so reported to the Department both by the officer and the depository—the receipt to be retained by the officer in whose favor it is issued:

No. ——— OFFICE OF THE U. S. (Assistant Treasurer or Depository,) ———, 18 ———.
 RECEIVED OF ———, ———— \$100 Dollars, consisting of ———, to be placed to his credit as ———,
 and subject only to his check in that official capacity.
 \$—————

U. S. (Assistant Treasurer or Depository.)

These regulations are intended to supersede those of January 2, 1872.

CHAS. F. CONANT,
Acting Secretary.

CIRCULAR.

September 28, 1876.

The armorer of a vessel of war, as his title signifies, is a person appointed to keep the ship's arms in a condition for service.

These duties have fallen into disuse, and he has become the ship's blacksmith.

Hereafter, on board steam-vessels, all blacksmith's work shall be done by the engineer department.

The armorer and his mates shall, under the supervision of the gunner, have charge of the armory, and shall keep the small arms and machine guns in order.

No person shall be rated armorer or armorer's mate unless he shall pass a satisfactory examination as to his knowledge of the construction and care of the small arms and machine guns used in the naval service, and is capable of shifting and replacing spare parts.

GEO. M. ROBESON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 19.

October, 17, 1876.

The provisions of paragraph 805 of the Navy Regulations, restricting the right of naval officers on furlough "to leave the State or Territory of which they are residents, or to visit the Navy Department" without permission, and the provisions of paragraph 1432, forbidding them "to wear their uniforms, except on occasions of special ceremonies," are not to apply to the officers placed upon furlough under the operations of General Order No. 216, and all officers so placed upon furlough by the operation of said General Order are hereby exempted from the operations and effect of the provisions of the said paragraphs 805 and 1432.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, No. 220.

December 25, 1876.

The Commandants of naval stations and Commanding Officers of vessels-of-war will direct observations to be taken, recorded, and forwarded to the Bureau of Navigation, in accordance with the accompanying instructions, designating a particular officer to be responsible for the duty.

One meteorological observation, suitable for the preparation of synoptic charts, and to embrace, when practicable, at least atmospheric pressure, temperature, wind, rain, reading of wet-bulb thermometer, sea-swell, and weather, will be taken and recorded daily, commencing the day following the receipt of this order, with the accompanying forms, on every vessel in commission and at every naval station of the United States, at 7.35 A. M., Washington mean time.

The record of these observations will form part of the record of the System of International Meteorological Observations, taken simultaneously, upon which the United States have entered.

The Secretary of the Navy enjoins the greatest care and promptitude in the preparation of it.

GEO. M. ROBESON,
Secretary of the Navy.

INSTRUCTIONS.

The blanks prepared and issued for these Simultaneous International Meteorological Observations exhibit the character of the particular readings required. Any necessary additional instruments will be furnished by the Department with as little delay as practicable, and will be employed as soon as received, to render the observations more complete. Applications therefor, or correspondence upon the subjects of this order, will be addressed to the Bureau of Navigation.

GENERAL ORDER, No. 221.

January 9, 1877.

At a Naval General Court-Martial, convened at the New York navy yard, October 31, 1876, the following officers were tried on the charges and specifications herein set forth, and were convicted and sentenced as is herein declared, viz:

I. *Alexander A. Semmes*, a captain in the Navy of the United States.

CHARGE.—"Violation of article twenty-fourth of the Articles for the Government of the Navy."

Specification.—"Compelling seamen in double irons to stand up all day, till 10 o'clock in the evening, except at meals, and to have no blankets or hammocks at night."

FINDING.

"Guilty," except as to deprivation of hammocks and blankets, and "until 10 o'clock in."

SENTENCE.

"To be suspended from duty six months, and reprimanded in general orders by the Honorable Secretary of the Navy."

II. *Felix McCurley*, a lieutenant commander in the Navy of the United States.

CHARGES.

1. "Using disrespectful language concerning his superior and late commanding officer in an official communication to the Secretary of the Navy."
2. "Employing an enlisted man to act as his scribe in writing a letter to the Secretary of the Navy, charging his superior officer with making a false official report in regard to said Lieutenant Commander *McCurley*."
3. "Conduct subversive of discipline."
4. "Official neglect of duty and inefficiency in performing his official duties."

Specifications embrace, besides the facts stated in first and second charges, uttering similar complaints and using language of censure on his commander in ward-room conversations: various negligences as executive officer."

FINDING.

"Guilty" of charges 1 and 2; not guilty of charges 3 and 4.

SENTENCE.

"Six months' suspension from duty, and reprimand in general orders by the Honorable Secretary of the Navy."

III. *William R. Brown*, a captain in the United States Marine Corps.

CHARGES.

1. "Disrespectful treatment of his commanding officer."
2. "Conduct subversive of naval discipline."

Specifications.—"Seeking interview with Captain Semmes in order to make an official communication, and then refusing to make it unless Paymaster Lisle were present as witness; promising and then failing to make the communication in writing; twice employing enlisted men to write letters for him to the Department, containing complaints and accusations against their commanding officer."

FINDING.—"Guilty."

SENTENCE.

"To be suspended from duty one year, and be reprimanded in general orders by the Honorable Secretary of the Navy."

IV. *Michael Bradley*, a surgeon in the United States Navy.

CHARGE.—"Drunkenness."

Specifications.—"On several successive days: July 13 and September 27, 1876."

FINDING.—"Guilty by plea."

SENTENCE.

"Three years' suspension from rank and duty, on furlough pay, and reprimanded in general orders by the Honorable Secretary of the Navy."

V. The reprimand of Lieut. Commander *Felix McCurley* is remitted. With this exception, the Department approves the proceedings, findings, and sentences in each and all of said cases; and this order will be read on board every U. S. vessel in commission, at each naval station, and at the several Marine barracks, as an order of reprimand to Captain *Alexander A. Semmes*, U. S. N., to Captain *William R. Brown*, U. S. Marine Corps, and to Surgeon *Michael Bradley*, U. S. N.

GEO. M. ROBESON,
Secretary of the Navy.

GENERAL ORDER, NO. 222.

March 5, 1877.

All officers furloughed under the operation of General Order No. 216, dated August 12, 1876, will hereafter be paid as on "waiting orders," under the provisions of the act of March 3, 1877, "making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and seventy-seven, and prior years, and for other purposes."

Under the special wording of said act, it seems necessary that the general order should remain in force until the expiration of the fiscal year, in order to secure to the service the full benefits of said provisions, but the same is hereby absolutely revoked, to take effect from the first of July, 1877.

The following instructions, as to the mode of payment, are hereto appended, at the request of the accounting officers of the Treasury:

1st. Officers affected by said General Order No. 216 will make application to the Fourth Auditor of the Treasury for amount due for difference between "furlough" and "waiting orders" pay from the date they were placed on furlough until the first of March, 1877.

2d. After March first officers on furlough under said order will be paid by disbursing officers.

3d. Paymasters, upon whose books such officers on furlough are borne, will make up the amount of furlough pay separate, and in the line immediately below the amount of the difference between furlough and waiting orders' pay, showing on their pay-rolls the amount paid out under each head; and the accounting officers will adjust the accounts upon settlement.

4th. Requisitions will be made on "Pay of the Navy," as heretofore, for the furlough pay, and on the indefinite appropriation for the difference; and each disbursing officer is directed to report to the Fourth Auditor of the Treasury, each month, upon the summary statement the amount so credited, as difference of pay.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

March 14, 1877.

All cases involving questions of law and regulations shall be immediately referred to the Naval Solicitor and Judge Advocate of the Department, who will promptly consider them and render his opinion as early as possible, together with a brief of same, to the Secretary.

Respectfully,

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

March 15, 1877.

Commandants of navy yards and stations will report to the Secretary of the Navy, without delay, the names of any clerks, writers, or employés whose services can be dispensed with without detriment to the naval service.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 1.

March 15, 1877.

The Chiefs of Bureaus of the Navy Department will meet twice each week at the hour named by the Secretary of the Navy, who will preside over them as a Board. In his absence, the senior in rank will do so.

Each Chief of Bureau, as directed by the Secretary, will lay before him the actual condition of the affairs of the Bureau; the exact condition of its funds; the supplies on hand; all supplies supposed to be required for its efficiency, and to what extent and in what manner he proposes to supply them; and any supposed obligation or indebtedness entered into and existing.

The obtaining of supplies for each Bureau; the opening and discussion of bids; the assignment of contracts proposed; the failure of contractors to properly fulfill their contracts; the proposed expenditures of all moneys, on estimates, stating their purposes, will be laid before the Secretary by the Chief of Bureau having cognizance of that branch of the Department, and will be passed upon by him, with the assent of the Secretary. If any other Chief of Bureau should regard the subject discussed adversely, he will state briefly the ground of his dissent, which will be entered upon the record, but will not control in any manner the proposed expenditure appropriated for the Bureau concerned.

Any proposed increase or decrease of the working force at the several navy yards, of an extensive character, will be discussed, and the reasons given therefor, and passed upon in like manner as above; and instructions will be issued to the commandants of the said navy yards, when discharges are to be made, to select for discharge those least efficient, and to retain no employés that are not necessary, useful, and effective in their vocation, whether found to be employed by the recommendation of the Department or otherwise.

A record shall be kept of the proceedings, which will be read and approved by the Board at the next meeting.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

March 16, 1877.

The following circular from the Treasury Department, containing instructions concerning the payment of Treasury drafts and official checks of public disbursing officers, is published for the information of the pay officers of the United States Navy.

R. W. THOMPSON,
Secretary of the Navy.

Circular Instructions Concerning the Payment of Treasury Drafts and Official Checks of Public Disbursing Officers.

1877.—Department No. 27.—Ind. Treasury Div. No. 28.

TREASURY DEPARTMENT,
Washington, D. C., February 13, 1877.

The following sections of the Revised Statutes of the United States and the subsequent regulations are published for the information and guidance of all concerned:

"SECTION 306. At the termination of each fiscal year all amounts of moneys that are represented by certificates, drafts, or checks, issued by the Treasurer, or by any disbursing officer of any Department of the Government, upon the Treasurer or any assistant treasurer, or designated depository of the United States, or upon any national bank designated as a depository of the United States, and which shall be represented

on the books of either of such offices as standing to the credit of any disbursing officer, and which were issued to facilitate the payment of warrants, or for any other purpose in liquidation of a debt due from the United States, and which have for three years or more remained outstanding, unsatisfied and unpaid, shall be deposited by the Treasurer, to be covered into the Treasury by warrant, and to be carried to the credit of the parties in whose favor such certificates, drafts, or checks were respectively issued, or to the persons who are entitled to receive pay therefor, and into an appropriation account to be denominated 'outstanding liabilities.'

"SECTION 308. The payee or the bona fide holder of any draft or check, the amount of which has been deposited and covered into the Treasury pursuant to the preceding sections, shall, on presenting the same to the proper officer of the Treasury, be entitled to have it paid by the settlement of an account and the issuing of a warrant in his favor, according to the practice in other cases of authorized and liquidated claims against the United States.

"SECTION 309. The amounts, except such as are provided for in section three hundred and six, of the accounts of every kind of disbursing officer, which shall have remained unchanged, or which shall not have been increased by any new deposit thereto, nor decreased by drafts drawn thereon, for the space of three years, shall in like manner be covered into the Treasury, to the proper appropriation to which they belong; and the amounts thereof shall, on the certificate of the Treasurer that such amount has been deposited in the Treasury, be credited by the proper accounting officer of the Department of the Treasury on the books of the Department, to the officer in whose name it had stood on the books of any agency of the Treasury, if it appears that he is entitled to such credit.

"SECTION 310. The Treasurer, each assistant treasurer, and each designated depository of the United States, and the cashier of each of the national banks designated as such depositories, shall, at the close of business on every thirtieth day of June, report to the Secretary of the Treasury the condition of every account standing, as in the preceding section specified, on the books of their respective offices, stating the name of each depositor, with his official designation, the total amount remaining on deposit to his credit, and the dates, respectively, of the last credit and the last debit made to each account. And each disbursing officer shall make a like return of all checks issued by him, and which may then have been outstanding and unpaid for three years or more, stating fully in such report the name of the payee, for what purpose each check was given, the office on which drawn, the number of the voucher received therefor, the date, number, and amount for which it was drawn, and, when known, the residence of the payee."

REGULATIONS.

(1.) Hereafter any Treasury draft or any check drawn by a public disbursing officer still in service, which shall be presented for payment before it shall have been issued three full fiscal years, will be paid in the usual manner by the office or bank on which it is drawn, and from funds to the credit of the drawer. Thus, any such draft or check issued on or after July 1, 1873, will be paid as above stated until June 30, 1877, and the same rule will apply for subsequent years.

Any such draft or check which has been issued for a longer period than three full fiscal years will be paid only by the settlement of an account in this Department, as provided in Section 308 above published; and for this purpose the draft or check will be transmitted to the Secretary of the Treasury for the necessary action.

(2.) The reports of independent Treasury officers, national bank depositories, and public disbursing officers, required by Section 310 above published, will be rendered promptly to the Secretary of the Treasury at the close of each fiscal year.

(3.) Whenever any disbursing officer of the United States shall cease to act in that capacity, he will at once inform the Secretary of the Treasury whether he has any public funds to his credit in any office or bank, and, if so, what checks, if any, he has drawn against the same which are still outstanding and unpaid. Until satisfactory information of this character shall have been furnished, the whole amount of such moneys will be held to meet the payment of his checks properly payable therefrom.

(4.) Hereafter, at the close of each fiscal year, the Treasurer, the several assistant treasurers and designated national bank depositories, will also render to the Secretary of the Treasury a list of all disbursing officers' accounts still unclosed which have been opened on the books of their respective offices or banks more than three fiscal years, giving in each case the name and official designation of the officer, the date when the account with him was opened, and the balance remaining to his credit.

(5.) In case of the death, resignation, or removal of a public disbursing officer, any check previously drawn by him and not presented for payment within four months of its date will not be paid until its correctness shall have been attested by the Secretary or Assistant Secretary of the Treasury.

(6.) If the object or purpose for which any check of a public disbursing officer is drawn is not stated thereon, as required by Departmental regulations, or if any reason exists for suspecting fraud, the office or bank on which such check is drawn will refuse its payment.

CHAS. F. CONANT,
Acting Secretary.

GENERAL ORDER, No. 223.

March 16, 1877.

As the Department is frequently receiving records of proceedings of naval courts and boards purporting to be convened, or organized and conducted, under acts of Congress prior in date to the Revised Statutes of the United States, all officers in the service and all persons acting as recorders, or judge advocates, of boards or courts, are reminded that the Revised Statutes and the acts of Congress passed subsequent to December 1, 1873, are the only laws which define the powers and duties and regulate the organization and mode of procedure of courts-martial (general or summary), of courts of inquiry, and of naval boards.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 224.

March 23, 1877.

Application for orders, or revocation of them, shall be made by the officer himself, in an official form, stating the precise ground upon which he bases his claim for a change.

All applications for this purpose made by other than the officer himself will be regarded as exceptional, and will be considered only when the circumstances are extraordinary, and the officer so distant as not to be able to make an official application within a reasonable time, and where the public interests will not suffer by the change.

The applications will be placed on file and regarded as official.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 2.

March 23, 1877.

Paragraph 18, page 37, of the Regulations of 1876, for the government of the Navy, is modified as follows:

When an officer in charge of a division is senior in rank to the "aid or executive," as a senior cannot be required to report to a junior, unless that junior be in actual command of the vessel or station at the time, the commanding officer will direct either that a junior officer of the division shall make the customary reports to the "aid or executive," or that the officer of division senior to the "aid or executive" shall make such reports directly to himself.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

April 3, 1877.

The Secretary of the Navy regrets that it has become his duty to announce to the officers of the naval service that the amount of money found by him in the Treasury of the United States, to the credit of the appropriation "Pay of the Navy," is insufficient to pay the officers for the months of April, May, and June.

The Secretary proposes to retain as much as may be found necessary of what there is in the Treasury, under "Pay of the Navy," for the purpose of paying allotments to the wives of officers and sailors whose husbands are abroad in the service of their country, and unable to otherwise provide for them; and in this purpose the Secretary feels that he will be sustained by every high-minded, honorable officer in the Navy of the United States.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

April 14, 1877.

The Department's circular of April 3, 1877, does not apply to officers on furlough, who are allowed the difference between furlough and waiting orders' pay, under the provisions of the act of March 3, 1877.

They will continue to be paid the difference of pay for the present quarter, as indicated in General Order No. 222.

J. C. HOWELL,
Acting Secretary of the Navy.

CIRCULAR.

April 20, 1877.

Pay officers of the Navy, having been detached from duty involving monetary and property responsibilities, will forward to this Department, before proceeding to enter upon other like trusts and duties, a certificate from the accounting officers of the Treasury testifying that their accounts have been examined, and that there are no checkages on account of past duty, nor any apparent present indebtedness, existing against them.

They will in no such case be permitted to enter upon the new sphere of duty, in the absence of such certificate, without satisfactory explanation and special permission of the Department.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR LETTER OF INSTRUCTIONS.

April 25, 1877.

SIR: Your attention is called to the Revised Statutes, Title 43, which relates to public contracts, and especially to Sections 3743 to 3747, inclusive, which are as follows, viz:

SEC. 3743.

* * * * *

SEC. 3744. It shall be the duty of the Secretary of War, of the Secretary of the Navy, and of the Secretary of the Interior, to cause and require every contract made by them severally on behalf of the Government, or by their officers under them appointed to make such contracts, to be reduced to writing, and signed by the contracting parties with their names at the end thereof; a copy of which shall be filed by the officer making and signing the contract in the Returns Office of the Department of the Interior, as soon after the contract is made as possible, and within thirty days, together with all bids, offers, and proposals to him made by persons to obtain the same, and with a copy of any advertisement he may have published inviting bids, offers, or proposals for the same. All the copies and papers in relation to each contract shall be attached together by a ribbon and seal, and marked by numbers in regular order, according to the number of papers composing the whole return.

SEC. 3745. It shall be the further duty of the officer, before making his return, according to the preceding section, to affix to the same his affidavit in the following form, sworn to before some magistrate having authority to administer oaths: "I do solemnly swear (or affirm) that the copy of contract hereto annexed is an exact copy of a contract made by me personally with ———; that I made the same fairly without any benefit or advantage to myself, or allowing any such benefit or advantage corruptly to the said ———, or any other person; and that the papers accompanying include all those relating to the said contract, as required by the statute in such case made and provided."

SEC. 3746. Every officer who makes any contract, and fails or neglects to make return of the same, according to the provisions of the two preceding sections, unless from unavoidable accident or causes not within his control, shall be deemed guilty of a misdemeanor, and shall be fined not less than one hundred dollars nor more than five hundred, and imprisoned not more than six months.

SEC. 3747. It shall be the duty of the Secretary of War, of the Secretary of the Navy, and of the Secretary of the Interior to furnish every officer appointed by them with authority to make contracts on behalf of the Government with a printed letter of instructions, setting forth the duties of such officer, under the two preceding sections, and also to furnish therewith forms, printed in blank, of contracts to be made, and the affidavit of returns required to be affixed thereto, so that all the instruments may be as nearly uniform as possible.

With this "Letter of Instructions" I forward to you two sets of blank forms of contracts, and a copy of the affidavit required of you by said Section 3745.

It is desired that all contracts should be uniform in the size and style of paper on which they are engrossed, and also that this Department be informed of your compliance with these instructions.

Whenever you transmit to the Returns Office the copies, papers, and affidavit required by law, you will, at the same time, transmit the original contract to the Secretary of the Navy, with a letter informing him of the fact that the copies, required by Section 3744 to be filed in the Returns Office, were sent to the Secretary of the Interior.

Please acknowledge the receipt of this letter and of the accompanying forms.

Respectfully yours,

R. W. THOMPSON,
Secretary of the Navy.

To the Bureaus and Others.

April 28, 1877.

PRELIMINARY VISITS.

It is expected that such visits of courtesy will be returned.

Flag officers will return the visits of captains and those of higher rank.

Anything in the Naval Regulations conflicting with these instructions, is hereby annulled.

ORDER.

May 3, 1877.

The same rule will be observed in regard to reports received respecting the movements and operations of vessels in commission for service.

CIRCULAR TO PAY OFFICERS.

May 9, 1877.

The law prohibits all the Departments of Government from expending, in any fiscal year, any sum in excess of appropriations for that year, or from involving the Government in any contract for the future payment of money in excess of such appropriations. It, moreover, subjects any officer who shall violate it to indictment and punishment. These provisions are imperative, and leave me without any official discretion whatever.

At the expiration of each month any officer on your rolls who may desire it may be furnished by you with a certificate of the accompanying form, showing the amount due him by the Government. If the law permitted to be attached to this a promise by the Secretary of the Navy that the money would be paid out of any future appropriation, it is believed there would be no difficulty in procuring money upon it. But as this is impossible under the law, all further transactions must be conducted solely between the officer holding the certificate and the person advancing the pay.

To ————, Secretary of the Navy.

U. S. _____,
_____, 1877.

To _____, _____, 1877.
 I certify that there is due you on the books of this _____, under appropriation of "Pay of the Navy," the sum of _____ dollars and _____ cents, for the month of _____, 1877.

Pay _____, U. S. N.

CIRCULAR.

May 9, 1877.

The Department having decided that it will not be proper to pay the balances remaining due to officers and men, under "Pay of the Navy," at the close of the present fiscal year, from the appropriation made for the fiscal year, the pay officers of all stations and vessels are hereby directed not to carry their balances forward to their pay-rolls for the third quarter of 1877, but to leave them as "remaining due and unpaid," on their rolls ending June 30, 1877, and they will be considered as turned into the Fourth Auditor of the Treasury, for final adjustment and settlement when an appropriation shall be made therefor by Congress. In opening their pay-rolls for the third quarter of 1877, pay officers will transfer the accounts of all the persons on their books, as usual only omitting the balances "remaining due and unpaid;" but where officers or men are indebted to the Government, the balances overpaid shall be transferred and taken up on the new accounts.

In order to enable the Department to ascertain the exact total deficiency at the earliest practicable moment, pay officers will make up and forward their accounts ending June 30, 1877, as soon as they possibly can after the close of the quarter.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 4.

May 10, 1877.

The Regulations (of 1876) for the Government of the Navy are hereby amended as follows:

Paragraph 13, page 93, by inserting the word *five* after the word "thirty," so as to read *thirty-five years*.

Paragraph 3, page 155, by substituting the word *his* for the word "their," and the word *account* for the word "pay" in the third line, so as to read *deducted from his account*.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 225.

May 14, 1877.

It is hereby ordered that, in the event of an enlisted man of the Navy being sentenced by court-martial to loss of pay, such sentence shall not deprive him of such articles of clothing and small stores as may be deemed necessary for his health and comfort by the commanding officer of the ship or barrack where he may be confined.

The pay officer issuing the stores will make a return of the same to the Bureau of Provisions and Clothing, in order that a transfer of the cost of the clothing may be made from the appropriation "Pay of the Navy" to the "Clothing Fund for the Navy."

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 226.

May 15, 1877.

Many steam-logs, quarterly reports, synopses, and indicator diagrams are forwarded to the Department with important data omitted, without which they are almost useless. The attention of engineer officers in charge is called to the explanations and directions contained in the steam-log books, and to the regulations governing logs and reports. All the blanks in the printed forms must be filled up, and the reports must be made out so as to comply literally with the regulations. This is important, as the Department depends chiefly on these logs and reports for its knowledge of the performance and efficiency of the machinery of our ships.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

May 21, 1877.

For the purpose of ascertaining the relation between the diseases incident to life on board ship and the condition of the air between decks, medical officers of the Navy are required to make careful hygrometric, and, when possible, accurate eudiometric observations on board all ships in commission.

They will make quarterly tabulated returns of these observations to the Bureau of Medicine and Surgery.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 5.

June 1, 1877.

The "jack-of-the-dust" and baymen are to be enlisted for general service, subject to selection by the paymaster and senior surgeon, and the approval of the commanding officer.

Paragraphs 11 and 12, pages 95 and 96, Navy Regulations, are hereby amended in conformity with this order.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

June 4, 1877.

Attention is called to the following sections of the Revised Statutes, the opinion of the Attorney General relating to advertisements, and the requirements of the Second Comptroller in regard to accounts for advertising:

SEC. 853. For publishing any notice or order required by law, or the lawful order of any court, Department, Bureau, or other person, in any newspaper, except as mentioned in sections thirty-eight hundred and twenty-three, thirty-eight hundred and twenty-four, and thirty-eight hundred and twenty-five, title "Public Printing, Advertisements, and Public Documents," forty cents per folio for the first insertion, and twenty cents per folio for each subsequent insertion. The compensation herein provided shall include the furnishing of lawful evidence, under oath, of publication, to be made and furnished by the printer or publisher making such publication.

SEC. 854. The term folio, in this chapter, shall mean one hundred words, counting each figure as a word. When there are over fifty and under one hundred words they shall be counted as one folio, but a less number than fifty words shall not be counted, except when the whole statute, notice, or order contains less than fifty words.

DEPARTMENT OF JUSTICE,

Washington, D. C., August 14, 1876.

The Secretary of the Interior.

SIR: Yours of the seventh instant, addressed to the Attorney General, calls his attention to the discrepancy between the rates payable for advertisements on behalf of the Government, between sections 853 and 3826, and also to the *repealing* language used in the act of 1875, ch. 128, s. 1 (18 Stats., 342), in reference to section 3826, and asks what is the united effect of such sections upon a claim presented by "The Republican," a newspaper of this city, for publishing by due order an advertisement for stationery for your Department.

Section 853 treats of publications on behalf of the Government of *notices in general*, and prescribes a certain compensation therefor, viz: forty cents by the folio, &c. Section 3826 treats of *such notices* as are required to be published in the District of Columbia, &c., and prescribes therefor a compensation *not higher than is paid by individuals* for advertising in said paper.

I understand the joint effect of these two sections to be that papers in the District of Columbia shall have the compensation fixed by section 853, *unless* (under section 3826) *that be more than is paid by private individuals for like services*. This construction reconciles the apparent conflict, and shows why section 3826 is not named with the other sections expressly excepted in section 853. This rule, I believe, has been often applied by courts in like cases, and in the instance before me gives due effect to both sections.

However, I regard the effect of section 3826 upon section 853 as entirely speculative for all publications of advertisements in newspapers since the act of March 3, 1875, above referred to. A provision for repeal as sweeping as that therein contained "has an effect (in appropriation acts) wholly regardless of the place or the general nature of the act in which it is found." 7 *Opinions, &c.*, 303; 14 *do.*, 681. In my opinion it repeals section 3826 for every purpose connected with the claim before you.

Yours, with great respect,

S. F. PHILLIPS,
Solicitor General.

Approved:

ALPHONSO TAFT,
Attorney General.

Extract from letter of Second Comptroller.

TREASURY DEPARTMENT,
SECOND COMPTROLLER'S OFFICE,
Washington, May 14, 1877.

SIR: * * * * "Heretofore the payment to newspapers for publishing notices authorized by 'the Department, Bureau, or other person,' has been made by the pay

officers at the usual rates for advertising charged by the respective newspapers, on general bills approved by the Department."

In the adjustment of the accounts of disbursing officers of the Navy this office will hereafter require that all payments for newspaper advertisements must be in conformity with the inclosed opinion, and that a certified copy of the advertisement accompany the voucher on which payment is made as well as a copy of the written authority of the Department for such advertisement, as required by section 3828 of the Revised Statutes.

Very respectfully,

C. C. CARPENTER,
Second Comptroller.

HON. R. W. THOMPSON,
Secretary of the Navy.

Attention is also called to the following provision of law:
ACT OF JULY 31, 1876. * * * "And in no case of advertisements for contracts for the public service shall the same be published in any newspaper published and printed in the District of Columbia unless the supplies or labor covered by such advertisements are to be furnished or performed in said District of Columbia."

Pay officers or others, who, in carrying out orders from the Department or any Bureau thereof, are under the necessity of advertising, will forward to the Department a copy of the proposed advertisement, and the Department will take such further steps as may be required for the publication of the same.

R. W. THOMPSON.
Secretary of the Navy.

CIRCULAR NO. 1.

Instructions to Commandants of Navy Yards.

June 22, 1877.

1. Commandants of navy yards and stations will conform strictly to the requirements of the Navy Regulations of 1876, and will hold all under their command to a strict accountability under these regulations.

2. Laborers shall be employed in the several navy yards by the proper officers in charge with reference to skill and efficiency, and without regard to political or other considerations. No officer or employé in any of the navy yards shall require or request any workman to contribute or to pay any money for political purposes, nor shall any workman be discharged for political opinions. [See Revised Statutes, Sections 1544 and 1546.]

3. So soon as the quarters now occupied at a navy yard or station shall become vacant, the Chief of the Bureau of Yards and Docks, subject to the approval of the Secretary of the Navy, shall assign the same to such officer as, in his opinion, may be entitled to them. In this assignment of quarters the necessity of the continual presence of a surgeon shall be recognized.

4. The commandants of navy yards and stations shall assemble the heads of departments under their command, at the commandant's office, at 10 a. m. of each working day, in order that the letters from the Navy Department referring to the business of the navy yard or station may be read to them collectively. Each head of department will then be handed the letters relating to his especial duties—with directions to have them copied—marked "copied" over his signature, and returned to the commandant's office within twenty-four hours.

5. A board of inspection, consisting of a line officer and a paymaster in the Navy, shall be appointed by the commandant of each navy yard, from the officers of the yard, to serve three months, unless otherwise ordered.

To this board the commandant shall, when necessary, appoint a third officer, to be taken from the department whose material is to be inspected; and these three officers will carefully inspect such articles as may be submitted to them, and shall report to the commandant in writing, whether, in their judgments, the material inspected is of good quality, of fair market price, or according to contract if furnished by contract.

Should any member of the board make objection to any of the articles inspected, he shall, upon the face of the report of inspection, state his objections in writing, over his signature; and in case of difference of opinion between said board of inspection and any paymaster engaged in making purchases, the same shall be reported by the commandant to the proper Bureau for decision.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 227.

June 30, 1877.

The following decision of the Supreme Court of the United States is published for the information of the Navy.

Under this construction of the law, regulating public labor, given by the Supreme Court of the United States, the Department has fixed the rate of labor for mechanics, foremen, leading-men, and laborers on the basis of ten hours a day. All workmen electing to labor only *eight* hours per day will receive a proportionate reduction of their wages.

R. W. THOMPSON,
Secretary of the Navy.

SUPREME COURT OF THE UNITED STATES.

No. 401.—OCTOBER TERM, 1876.

THE UNITED STATES, *Appellants*,
vs. } Appeal from the Court of Claims.
ARTHUR MARTIN.

The act of Congress declaring "that eight hours shall constitute a day's work for all laborers or workmen * * * employed by or on behalf of the Government of the United States," is in the nature of a direction by the United States to its agents.

It is not a contract with laborers to that effect, and does not prevent the officers of the Government from making agreements with laborers by which the day's labor may be more or less than eight hours.

The act does not prescribe the amount of compensation to be paid for the labor of eight hours or of any other time.

Where a laborer has been in the habit of working for the Government twelve hours a day at a compensation of \$2.50 per day, and in answer to his request is informed that if he wishes to remain in the service he must continue to work twelve hours per day, and receive his pay accordingly, he cannot afterwards recover for the additional time over eight hours as a day's labor.

When an application is made to the defendant for the excess of time over eight hours per day, and an allowance is made and the receiver receipts in full for the account, this is a bar to any further claim.

Mr. Justice HUNT delivered the opinion of the Court.

On the 25th of June, 1868, Congress passed an act (15 Stats., 77) declaring "that eight hours shall constitute a day's work for all laborers, workmen, and mechanics now employed, or who may hereafter be employed, by or on behalf of the Government of the United States."—(Revised Stats., § 3738.)

This was a direction by Congress to the officers and agents of the United States, establishing the principle to be observed in the labor of those engaged in its service. It prescribed the length of time which should amount to a day's work when no special agreement was made upon the subject. There are several things which the act does not regulate which it may be worth while to notice.

First. It does not establish the price to be paid for a day's work. Skilled labor necessarily commands a higher price than mere manual labor, and whether wages are high or low depends chiefly upon the inquiry whether those having labor to bestow are more numerous than those who desire the services of the laborer. The English statute books are full of assizes of bread and ale, commencing as early as the reign of Henry 2d, and regulations of labor, and many such are to be found in the statute, of the several States. It is stated by Adam Smith, as the law in his days, that in Sheffield no master cutter or weaver or hatter could have more than two apprentices at a time, and so lately as the 8th Geo. 3d, and which remained unrepealed until 1825, an act was passed prohibiting, under severe penalties, all master tailors in London, or within five miles of it, from giving, or their workmen from accepting, more than two shillings seven pence halfpenny a day, except in the case of general mourning.—(Smith's *Wealth of Nations*, 125, 6 Oxford ed. of 1869.) A different theory is now almost universally adopted. Principals, so far as the law can give the power, are entitled to employ as many workmen and of whatever degree of skill and at whatever price they think fit, and except in some special cases, as of children or orphans, the hours of labor and price to be paid are left to the determination of the parties interested. The statute of the United States does not interfere with this principle. It does not specify any sum which shall be paid for the labor of eight hours, nor that the price shall be more when the hours are greater, or less when the hours are fewer. It is silent as to everything except the direction to its officers that eight hours shall constitute a day's work for a laborer.

Second. The statute does not provide that the employer and the laborer may not agree with each other as to what time shall constitute a day's work. There are some branches of labor, connected with furnaces, foundries, steam or gas works, where

the labor and the exposure of eight hours a day would soon exhaust the strength of a laborer and render him permanently an invalid. The Government officer is not prohibited from knowing these facts, nor from agreeing when it is proper that a less number of hours than eight shall be accepted as a day's work. Nor does the statute intend that where out-of-door labor in the long days of summer may be offered for twelve hours at an uniform price, the officer may not so contract with a consenting laborer.

We regard the statute chiefly as in the nature of a direction from a principal to his agent, that eight hours is deemed to be a proper length of time for a day's labor, and that his contracts shall be based upon that theory. It is a matter between the principal and his agent in which a third party has no interest. The proclamation of the President and the act of 1872 are in harmony with this view of the statute.

We are of the opinion, therefore, that contracts fixing or giving a different length of time as the day's work are legal and binding upon the parties making them.

In the case before us the claimant continued his work, after understanding that eight hours would not be accepted as a day's labor, but that he must work twelve hours, as he had done before. He received his pay of \$2.50 a day for the work of twelve hours a day, as a calendar day's work during the period in question, without protest or objection. At that time ordinary laborers under the same Government received but \$1.75 per day at the same place, and those engaged in the same department with the claimant in a private establishment, at the same place, received but \$2 for a day's work of twelve hours, and the finding adds, "they had more work to do than the claimant had while similarly employed." The claimant's contract was a voluntary and a reasonable one, by which he must now be bound.

In 1873 the claimant applied for the same arrears of pay as are here in question, and received from the auditor an award of \$205.63. That amount was paid to the claimant, and he receipted in writing in full for the account. This has often been held in this court to be a bar to any further claim.—(U. S. vs. Justice, 14 Wal., 535; U. S. vs. Child, 12 Ib., 232.)

These principles require a reversal of the judgment of the Court of Claims. The case is remanded to the Court of Claims with directions that the petition of the claimant be dismissed.

CIRCULAR NO. 2.

June 30, 1877.

Regulations relating to employes under the cognizance of the Bureau of Construction and Repair at the several navy yards are modified as follows:

There will be a foreman of shipwrights, joiners, smiths, iron-platers, plumbers, painters, mast-makers, boat-builders, block-makers, calkers, and laborers.

	Eight hours per day.	Ten hours per day.
Foreman of shipwrights, embracing pattern-makers, borers, and sawyers, will be paid -----	\$4.50	\$5.50
Foreman of joiners, embracing cabinet-makers and upholsterers, will be paid -----	4.00	5.00
Foreman of smiths will be paid -----	4.00	5.00
Foreman of iron-platers will be paid -----	4.00	5.00
Foreman of plumbers, embracing founders and galvanizers, will be paid -----	4.00	5.00
Foreman of painters will be paid -----	4.00	5.00
Foreman of mast-makers will be paid -----	4.00	5.00
Foreman of boat-builders will be paid -----	4.00	5.00
Foreman of block-makers will be paid -----	4.00	5.00
Foreman of calkers, embracing spinners and scrapers, will be paid -----	4.00	5.00
Superintendent of rolling-mill will be paid -----	4.00	5.00
Foreman of laborers will be paid -----	3.20	4.00
Quartermaster in charge of coopers will be paid -----	3.20	4.00
Oakum-maker will be paid -----	3.20	4.00
Superintendent of floating-dock will be paid -----	3.20	4.00

All foremen, quartermen in charge, and superintendents will attend as closely as possible to their men; they will, in all cases, be ready to set them to work at roll-call, and see that they do not quit work before bell-ringing.

The sawyer in charge of the mill and shipwright in charge of the mold-loft will be paid 50 cents per day more than first-class shipwrights.

The inspector of timber, where allowed, will be paid \$4.20 per diem, except at the Washington yard, where the pay will be \$3.50 per diem.

The draughtsman will be paid \$5 per diem. The pay of assistant draughtsman, where one is necessary, will be the same as that of first-class shipwrights.

If, in the judgment of the commandant, the services of a quartermaster only is required in any department, the case will be referred to the Bureau.

But two classes of workmen will be employed in any of the above-named departments.

The pay of quartermen will be 50 cents per day, and the pay of leading-men 24 cents per day more than that of *first-class* workmen in their respective departments, and this pay shall not be based upon the pay of special or extra hands.

To all the above departments there will be not more than one quartermen to 24 workmen, exclusive of boys, helpers, or assistants of any description. Should it be necessary to divide the men into two or more gangs to work in different parts of the yard, a leading-man may be temporarily appointed to have charge of not less than twelve men.

No foreman, quartermen in charge, or superintendent, other than those herein mentioned, will be allowed.

A quartermen of shipkeepers will be allowed when they are six or more shipkeepers employed, and his pay will be 20 cents per day more than that of ordinary shipkeepers.

In yards where an assistant naval constructor is on duty, in addition to his other work, he will inspect all timber and lumber offered under contract or order, and in such yards the position of timber-inspector is abolished.

When foremen, quartermen in charge, or superintendents shall make extra time, they shall be paid for the same as in the case of other men.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR NO. 3.

July 3, 1877.

Under an opinion of the Attorney General, the Navy Department and Bureaus thereof are authorized to use stamped envelopes or official stamps, as they may elect.

All other offices connected with the Department, either in or out of Washington, are not authorized to use stamped envelopes. These, and all others to whom official stamps are usually supplied, will be continued to be supplied on requisition made on the Secretary of the Navy.

Stamped envelopes must be procured by the Department or Bureau authorized to use them, and it is lawful to transmit, through the mail, free of postage, any letters or other matters of the Government of the United States, *provided*, that every such letter or package shall bear over the words "official business" an endorsement, showing the name of the Department and Bureau, as the case may be, whence transmitted, and the words "Any person using this envelope to avoid the payment of postage on private matter of any kind will be subject to a fine of three hundred dollars."

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR NO. 4.

July 3, 1877.

The Department directs that from and after the first of July, 1877, the percentage paid by officers on mess and state-room furniture shall cease.

No percentage paid by officers previous to that date will be refunded.

New regulations prescribing the responsibility of officers in using these articles will be issued by the Bureau of "Equipment and Recruiting."

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, NO. 6.

July 5, 1877.

The regulations of the Navy regarding open purchases are hereby modified as follows:

When a public exigency requires the immediate use of articles not on hand or procurable under existing contract, the commandant of the yard will make requisition on the purchasing officer for the same and transmit it to the proper Bureau for approval, with a statement of the circumstances and nature of the exigency.

The Bureau will then decide as to the necessity of open purchase, and, if it approve, will return the requisition so approved to the purchasing officer, who will procure the articles in the manner prescribed by law.

The Department directs that when no public exigency exists, all articles, not otherwise exempted by law, shall be procured after public advertisement.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 7.

July 6, 1877.

Paragraph 23, page 130, of the Navy Regulations of 1876, is not in accordance with section 178 of the Revised Statutes.

It provides that communications, orders, &c., of a Bureau shall be signed "by the Acting Chief of such Bureau specially appointed by the President, &c., or by the Secretary of the Navy, &c."

This would imply that, in the absence of a Chief, an Acting Chief should be appointed by the President; whereas, section 178 provides that in such an event the assistant or deputy, "or if there be none, then the Chief Clerk of such Bureau," shall perform the duties of Chief, "unless otherwise directed by the President."

This paragraph, therefore, will be amended so as to read as follows:

In case of the actual absence of a Chief of a Bureau, the communications, orders, bills, requisitions, and papers required to be signed by him shall be signed by the Acting Chief of such Bureau, if one shall be specially appointed by the President; but if none such shall be appointed, then the Chief Clerk of such Bureau.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 8.

August 1, 1877.

Chaplains whose relative rank is not fixed by law will, in the assignment of quarters, in the matter of uniform, and in all cases affecting their official status, be regarded and treated as having the relative rank of lieutenant.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 228.

August 1, 1877.

It is the well-digested policy and intention of the Department, in making assignments to duty, to assign the *senior grades* of the service to the higher and more important positions. This is what the law contemplates, and reason and propriety demand; and it is most just and fair to all.

In accordance with this principle, medical and pay inspectors, and chief engineers having the relative rank of commander, will be appointed to fill the positions of fleet surgeon, fleet paymaster, and fleet engineer; and the assignments will be made by the Department.

Officers of lower rank at present holding fleet positions will be relieved as early as practicable by those of the required rank.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 229.

August 2, 1877.

The rank of officers, after confirmation by the Senate, cannot justly be changed by the exercise of executive discretion so as to put them on the Register above those of the same grade, and the Department will not hereafter exercise this discretion, but leave the question, whenever presented, to be decided by Congress.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 230.

August 3, 1877.

Vessels in commission, lying in port, held in reserve for sea service and reduced in complement, will be considered by the Department as *on special shore service*, and the officers attached thereto "*on shore duty*."

Whenever the complement of such vessel is filled, she will be considered as *on sea service*, and her officers *on sea duty*, until the completion of the cruise, or the reduction of the complement, when she will again be considered as *on special shore service* and her officers *on shore duty*.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 9.

August 6, 1877.

The mustering of workmen under paragraph 5, section 16, page 160, of Navy Regulations, 1876, will be modified to read as follows:

The bell will be rung for ten minutes before the hour of labor in the morning and afternoon, and at the last tap of the bell the mustering of the workmen will commence. The moment the men are mustered they must proceed to the place of work. No workman is to leave his work until the bell rings to knock off.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 231.

August 14, 1877.

The act making appropriations for the naval service, approved March 3, 1877, Statutes at Large, Vol. 19, page 390, provides that "cadet midshipmen during such period of their course of instruction as they shall be at sea in other than practice-ships, shall each receive as annual pay not exceeding nine hundred and fifty dollars."

This provision of law applies to cadet midshipmen who have completed the academic course pursued at the Naval Academy, but have to perform two years' service at sea, or undergo instruction for that period, in other than practice-ships, prior to graduating. The class first to come under the operation of this law of March 3, 1877, and to receive the maximum of pay on the conditions therein provided, is shown on page 45 of the July Navy Register for the current year.

The term "sea-service," as applied to vessels of the Navy, is defined in General Order No. 230. Cadet midshipmen of the class above mentioned, when borne on the rolls of vessels (other than practice-ships) on *sea-service*, as thus defined, will be paid at the rate of nine hundred and fifty dollars per annum.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR No. 5.

Instructions to Commandants of Navy Yards.

August 18, 1877.

The labor rolls in the yards must exhibit the actual rating and description of work performed by each employé; and employés rated in one capacity must not be employed in any other.

Commandants of navy yards will please give the necessary directions accordingly.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 232.

October 15, 1877.

In accordance with the requirements of the Revised Statute of the United States, "the titles and grades" of all staff officers of the Navy shall be inserted in their commissions; and the new commissions specified shall be issued as soon as practicable, as also required by said Revised Statutes.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR TO YARDS.

October 25, 1877.

The working hours of the several navy yards may be as follows: From March 21 to September 21, 7 a. m. to 6 p. m.; from September 22 to March 20, 7.40 a. m. to 4.30 p. m., with the usual intermission of one hour for dinner. This regulation is not designed to carry with it any present reduction of pay.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR No. 6.

November 17, 1877.

Apothecaries of navy yards, naval stations, and naval hospitals who sign articles of agreement, as prescribed by the Navy Regulations, are entitled to the rights and privileges of a petty officer of the Navy.

Their names will accordingly be placed on the books to be paid from the "Pay of the Navy."

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR No. 7.

November 27, 1877.

Disbursing officers in making requisitions to pay officers and men balances due for the months of April, May, and June, will draw under the head of "Pay of the Navy deficiency, 1877," and in making requisitions for funds to pay other back claims, under pay, they will draw under "Pay of the Navy arrearages;" and keep these accounts of appropriation separate and distinct upon their books.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 233.

December 8, 1877.

The steam launches and cutters furnished to Navy vessels will be employed principally for towing and other ship's purposes, and not for the exclusive use of officers.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 234.

December 12, 1877.

From and after the first of January next, paymasters' yeomen of the first class will be allowed to vessels of the third and fourth rates where no paymaster's clerk is allowed.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 10.

January 15, 1878.

Owing to the fact that the appointed men in the Navy are debarred from the benefits accrued or accruing, according to law, as to pensions, &c., to the enlisted men, for and during their service, the Department directs that hereafter these appointments shall be discontinued, and that men shall, under all circumstances, be selected as heretofore for these ratings, and then enlisted in them.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 235.

February 9, 1878.

General Order No. 164 is modified by omitting the words "at sea," so as to read: Assistant surgeons shall hereafter not be examined for promotion until they shall have served two years on board a public vessel of the United States.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDERS, No. 236.

February 23, 1878.

In connection with the complete descriptive muster rolls required to be forwarded to the Bureau of Equipment and Recruiting upon sailing, quarterly thereafter, and upon the expiration of the cruise, commanding officers are directed to forward to the Bureau, before sailing from port to port, a report showing all changes to that date not previously reported, which have occurred among the petty officers and enlisted men under their command.

Blanks will be furnished by the Bureau of Equipment and Recruiting.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 237.

March 12, 1878.

The following regulations will be observed hereafter in regard to disrating and reducing in rating non-commissioned officers of the Marine Corps, and in filling vacancies caused thereby:

1. Non-commissioned officers of a marine guard of a vessel shall not be reduced in rating, except to the next inferior one, and in pursuance of a sentence of a court-martial, as a punishment for offence or offences committed; nor shall they be disrated except, under similar process, for incompetency, in accordance with the laws for the government of the Navy, Articles, 24, 30, and 31.

2. When a vacancy is thus created, or occurs by death or discharge, out of the United States, the commanding officer of the guard, if there be one, shall recommend, or if there be none, the commanding officer of the vessel shall designate, some one of the guard for promotion to the vacancy, and the commanding officer of the vessel shall appoint a board, to consist of the commanding officer of the guard, when there is one, one line officer, and one staff officer, to examine the person so designated, under the regulations herein prescribed, as to his qualifications for promotion; and if reported qualified, the promotion shall be made by the commanding officer of the vessel, the appointment to continue until the termination of the cruise, unless vacated upon a similar recommendation or designation, and by similar authority as under which appointed. If there is no commanding officer of the guard, an additional line officer will be put on the board.

3. When a vacancy occurs from the causes stated in paragraphs 1 and 2, in the guard of a vessel *in the United States*, the Commandant of the Corps, upon the recommendation of the commanding officer of the guard, approved by the commanding officer of the vessel, shall promote some one of the guard to fill it, if there is a suitable one (after examination as above), and shall issue a printed warrant; otherwise he may fill it by the transfer of a non-commissioned officer from some other quarter.

4. Non-commissioned officers of the Marine Corps *serving on shore* in the United States shall not be reduced, except with the approval of the Commandant of the Corps, or the sentence of a court-martial, and no enlisted man serving on shore shall be promoted to be a non-commissioned officer except upon the recommendation of the commanding marine officer and the report of a board of two officers of the Marine Corps, to be ordered by the commandant of the station, whose report shall be forwarded to the Commandant of the Corps for his approval, who shall thereupon issue a warrant.

5. The examination of privates to be corporals shall consist of reading, writing, and the simple rules of arithmetic, a knowledge of the duties of a corporal and of the school of the soldier and company; for corporals to be sergeants, the same, with the addition of a knowledge of keeping the necessary accounts and making out muster-rolls, instructions for skirmishers, and the duties of a sergeant.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 11.

March 14, 1878.

Section III and Section IV, Chapter XXIII, of Navy Regulations, are hereby annulled, and the following is substituted therefor:

SECTION III.—*Captain of the Yard.*

1. There shall be attached to each navy yard a captain of the yard, who, under Section 1469, Revised Statutes, will be the aid or executive of the Commandant, and who in the absence of the Commandant will act in his stead.

2. He will have special charge of the police and the enforcement of police regulations; of the fire and other tugs, and will direct the fire department; of all fires and lights in the workshops, and after working hours he will satisfy himself that there is no danger of fire through the night.

3. He will have charge of the walks and grounds, of moving and mooring vessels, and will visit and observe all parts of the navy yard and its establishments, and make such reports as will enable the Commandant to be fully informed as to the working of the various parts of the station under his command.

4. A regular journal will be kept under his direction, which he will sign daily and submit monthly to the Commandant for his approval. In it shall be entered the time when all officers report for duty at or shall be detached from the yard, when any vessel is received for repairs or put in commission, the number of mechanics and others employed, the arrival and departure of all vessels-of-war, and of vessels with stores of any kind for the yard, the time when any vessel is taken into or removed from the dock, the state of the wind or weather, as well as the barometer and thermometer, and the other principal transactions of the yard.

5. He will cause to be scrutinized all articles and packages passing into or out of the yard. All which may be suspected are to be stopped and examined, when, if found to be of an important character, they are to be detained and a report made to the Commandant. Each morning all passes presented at the gate during the preceding day will be delivered to the captain of the yard for inspection and report.

6. Should the captain of the yard be absent, his duties will be performed by the line officer next in rank.

7. Other line officers, of inferior rank, may be attached to the yards as subordinate aids to the Commandant, for the purpose of assisting the aid or executive, and for general experience and observation in the duties of their profession.

SECTION IV.

An officer not above the grade of commander shall be detailed to perform the duties of equipment officer.

The office of aid to Commandant, at present existing, shall be abolished from the date of the receipt of this regulation.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 12.

March 14, 1878.

Article 6, Section XVI, of Chapter XXIII, page 160 of the U. S. Navy Regulations, is hereby changed by striking out the words "*of the line*" in the first line of the article,

so that it will read: "A check-officer, who is to be a commissioned officer, is to be present at each mustering office or station whenever a muster takes place, &c., &c."

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR No. 8.

March 21, 1878.

The following is hereby substituted, to take effect from this date, for the Circular of October 25, 1877, in relation to the working-hours at the several navy yards and shore stations:

The working hours will be—

From March 21 to September 21, from 7 A. M. to 6 P. M.;

From September 22 to March 20, from 7.40 A. M. to 4.30 P. M., with the usual intermission of one hour for dinner.

The Department will contract for the labor of mechanics, foremen, leading-men, and laborers on the basis of *eight* hours a day. All workmen electing to labor ten hours a day will receive a proportionate increase of their wages.

The Commandants will notify the men employed, or to be employed, of these conditions, and they are at liberty to continue or accept employment under them or not.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR No. 9.

March 23, 1878.

Commanding officers of vessels in offering rewards for the apprehension and delivery of stragglers or deserters from their respective commands shall distinctly state, in the offer of reward, that it will only be paid for the apprehension and delivery of the offender on board some United States vessel within the limits of the port in which the man deserted, and within three months from date of offer.

Commanding officers of vessels at naval stations within the United States are never to receive on board stragglers or deserters from other vessels, unless so ordered by the Bureau of Equipment and Recruiting.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR No. 10.

May 6, 1878.

The Third Assistant Postmaster General has called the attention of the Department to the fact that unclaimed foreign letters addressed to persons in, or formerly in, the naval service, which have been returned to the Dead-Letter Office, have had the postage stamps removed from them, thus often rendering it difficult to determine the country of mailing.

The removal of postage stamps from letters by persons employed in the postal service is a penal offence, and it should not be done by any one connected with the Navy Department or the naval service, and all such will avoid violating either the letter or the spirit of the law on this subject.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

May 16, 1878.

In consequence of the representations by the Bureau of Navigation of the losses, injuries, and extra labor through the loaning of flags, none will be loaned in the future without the written order of the Department.

The Department will confine itself, in giving orders for this purpose, to occasions of national celebrations and to others of general interest to the public.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 238.

June 18, 1878.

In pursuance of the provisions of the act of Congress approved May 4, 1878, making appropriations for the naval service, the appointments of all secretaries and clerks, from civil life, to commanders of squadrons and vessels of the United States Navy, in the waters or ports of the United States, on the first day of July, 1878, will cease on that day, and such secretaries and clerks will be allowed mileage to their actual homes or residences.

The appointments of secretaries and clerks, from civil life, on vessels out of the waters or ports of the United States on and after the first day of July, 1878, will

cease on the arrival of the vessels on which they are serving within the waters or ports of the United States, and such secretaries and clerks will be allowed mileage to their actual homes or residences.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

July 2, 1878.

1. All matters submitted to the Secretary of the Navy involving questions of law or regulations will be referred by him or by the chief clerk of the Department, acting under his order, to the proper Bureau, or clerk, for the ascertainment and report of the facts in the case, and on the receipt of a written report of the facts the Secretary of the Navy will refer the matter to the acting Judge Advocate for a report on the question of law, or regulation, which may be involved.

2. All summary and general courts-martial will be briefed by the proper clerk and laid before the acting Judge Advocate for examination, report, and recommendation to the Secretary of the Navy.

3. Reports of examining and retiring boards will be referred to the acting Judge Advocate for report to the Secretary of the Navy, whether they are correct in form and substance, and whether the evidence sustains the finding.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 13.

August 14, 1878.

On board of all vessels of the Navy the marine officer in command of the marine guard will occupy the fourth room from forward, on the port side of the ward-room.

All other marine officers will be assigned quarters in accordance with their rank.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

September 21, 1878.

The change in the working hours which goes into effect on the 22d instant will not involve any reduction of pay. The employes will be paid the same as if they could work the full length of time that the working hours in the spring and summer permit them to do.

R. W. SHUFELDT,
Acting Secretary of Navy.

CIRCULAR.

October 3, 1878.

To preserve uniformity in making out the quarterly schedule of wages at the navy yards, it is hereby ordered that there shall be four rates of pay provided for in said schedules. This order to take effect from the first instant.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 239.

November 1, 1878.

In cases where enlisted men of the Marine Corps on board vessels in the United States are to be discharged from the service by reason of sentence of court-martial, or other cause, they will be transferred to the nearest marine barracks for that purpose, and the staff returns forwarded at once to the Commandant of the Marine Corps at Washington, D. C., who will, when notified by the Secretary of the Navy, prepare and issue the discharge in accordance with the sentence of the court, or as the circumstances may require.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 240.

November 23, 1878.

Hereafter the state-rooms opening into the ward-room country of all vessels of the Navy shall be occupied by officers attached to the vessel, as follows:

On the starboard side, the forward room shall be occupied by the senior line officer, and the next room by the navigator. All other rooms on the starboard side shall be occupied by line officers according to rank.

On the port side, the forward-room shall be occupied by the senior engineer officer in charge of the engineer's department; the next room by the pay officer in charge of the pay department; the next room by the senior medical officer in charge of the medical department; and the next room by the senior marine officer. All other rooms on the port side shall be occupied by officers entitled to quarters on the port side, according to rank.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 14.

November 29, 1878.

As there seems to be some misapprehension, or misunderstanding, as to the true force and construction of the regulations regarding purchases by the purchasing pay officers upon open purchase requisitions, the Department deems it necessary to renew and reissue its instructions on that subject.

All such purchases must be made either by the Secretary of the Navy, the chiefs of bureaus, or the purchasing paymaster at the station. This authority does not extend to the officers representing the Bureaus at any yard or station.

Articles to be purchased on open-purchase requisition are subjected to inspection by the proper inspecting officer or officers, but the latter are not to purchase them. The purchasing agent or officer will procure them on requisition on him and be responsible that they are obtained at the lowest market price.

The approval of a requisition by a Chief of Bureau, and the transmission of it to the officer representing that Bureau at any navy yard or station, will not give validity to the purchase unless it be made by the purchasing paymaster.

Where there is an immediate necessity for *medicines*, or surgical instruments, for the proper selection of which the services of an expert are absolutely essential, these regulations can be waived, and the officer representing the Bureau of Medicine and Surgery may make the purchase, and will certify the facts on the triplicate bills before payment. The term "*medicines*," herein used, will not include liquors, or medical stores generally.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 15.

December 5, 1878.

Paragraph 10, Section II, Chapter XI, of Navy Regulations, is hereby annulled, and the following is substituted therefor:

If a petty officer or person of inferior rating, entitled to wear a good-conduct badge, commits an offence for which the commanding officer considers he should be punished by the forfeiture of one or more badges, with the privileges attached thereto, such offence is to be inquired into by a board of not less than three officers, appointed by the commanding officer, and the offender may be deprived of one or more of such badges, with the accompanying privileges, in accordance with the finding of the board, if such finding is approved by the convening authority. By subsequent very good conduct during one year, on recommendation of his commanding officer, the offender may be granted one good-conduct badge; and the other badges and privileges of which he may have been deprived may be reconferred by subsequent service of one year between the bestowal of each badge; provided that his conduct has been very good during the intervals.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

December 6, 1878.

Department's Circular of June 5, 1871, is so far modified that the concluding provision, which limits the extra compensation of seamen, ordinary seamen, or landsmen, serving in the engineer's force as firemen and coal-heavers, will not be regarded as in force from and after this date.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 16.

December 30, 1878.

Paragraph 22, page 15, Navy Regulations, 1876, is hereby annulled.

Upon the arrival of a United States vessel-of-war at any navy yard or station within the limits of the United States, the junior officer, whether in command ashore or afloat, shall make the first visit of ceremony.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

December 30, 1878.

The officers of the Navy and Marine Corps will assemble at the Navy Department at 11 o'clock a. m. on Wednesday, January 1, 1879, in full-dress uniform for occasions of special ceremony, to pay their respects to the President of the United States at 12 o'clock.

They will form in the Navy Department, under the direction of the senior officer present, and will, in a body, wait upon the President.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 17.

January 18, 1879.

In addition to the instructions in paragraph 96, page 45, Navy Regulations, 1876, in relation to "care of iron vessels," the following order will be observed: The inner surface of the plating will be examined semi-annually, and thoroughly scraped and painted where necessary. Special care is to be taken to remove all rust before applying the paint.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 241.

February 12, 1879.

Commanders-in-chief of squadrons will issue the necessary orders requiring a statement of the amount of each bill made by any vessel under their command, to be forwarded immediately upon its payment to the Bureau to which it is properly chargeable.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 242.

February 24, 1879.

U. S. Navy Regulation Circular No. 14, dated November 29, 1878, was intended to apply to all stations and squadrons at home and abroad.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

March 21, 1879.

The attention of disbursing officers of the Navy is invited to the following circular from the Treasury Department, relating to the issue of the United States refunding certificates under the act of February 26, 1879.

R. W. THOMPSON,
Secretary of the Navy.

1879.—Department No. 42.—Secretary's Office.

TREASURY DEPARTMENT,
Washington, D. C., March 12, 1879.

The Secretary of the Treasury calls attention to the four per cent. refunding certificates of the United States to be issued under the following provisions of the act of Congress approved February 26, 1879, entitled "An Act to authorize the issue of certificates of deposit in aid of the refunding of the public debt," to wit:

That the Secretary of the Treasury is hereby authorized and directed to issue, in exchange for lawful money of the United States that may be presented for such exchange, certificates of deposits, of the denomination of ten dollars, bearing interest at the rate of four per centum per annum, and convertible at any time, with accrued interest, into the four per centum bonds described in the refunding act; and the money so received shall be applied only to the payment of the bonds bearing interest at a rate of not less than five per centum in the mode prescribed by said act, and he is authorized to prescribe suitable rules and regulations in conformity with this act.

Each certificate will be of the denomination of ten (10) dollars; will be made nearly of the form and size of a United States note; and will bear on its face and back the conditions of its issue, as follows:

[*On the Face.*]UNITED STATES REFUNDING CERTIFICATE.
TEN DOLLARS.

April 1, 1879.

This certifies that the sum of TEN DOLLARS has been deposited with the Treasurer of the United States, under act of February 26, 1879.

JAS. GILFILLAN,
Treasurer of the United States.

G. W. SCOFIELD,
Register of the Treasury.

WASHINGTON, D. C.

Convertible, with accrued interest, at 4 per cent. per annum, into four per cent. bonds of the United States, issued under the acts of July 14, 1870, and January 20, 1871, upon presentation at the office of the Treasurer of the United States, Washington, D. C., in sums of \$50, or multiples thereof.

[*On the Back.*]

Interest on this note will accrue as follows:

For each 9 days, or 1-10th of a quarter.....	1 cent.
For each quarter year.....	10 cents.
For each entire year.....	40 cents.

Such certificates will be sold for lawful money, at par and accruing interest to the date of purchase, by the Treasurer of the United States at Washington, and by the Assistant Treasurers at Baltimore, Boston, Chicago, Cincinnati, New Orleans, New York, Philadelphia, St. Louis, and San Francisco, and by all national banks, postmasters, and other officers of the Government who may be authorized to sell them; and the Treasurer of the United States at Washington, and the Assistant Treasurer at New York, will also receive in payment drafts in favor of themselves, respectively, drawn on New York, which will be collected, and the excess, if any, returned by check to the depositors.

The Treasurer of the United States will also accept in payment certificates of deposit of national banks specially designated to receive deposits on this account, but the refunding certificates will not be delivered until the certificate of deposit issued by the bank has been paid for by a treasury draft, or by a deposit of a like amount of lawful money with the Treasurer or some Assistant Treasurer of the United States, or until United States bonds of equal amount are substituted in their stead.

All collectors of the customs, surveyors of the customs acting also as collectors, receivers of public moneys, postmasters of money-order offices, and all other public officers of whatsoever character, are invited to become agents for the sale of these certificates. Any such officer who may request to be thus employed will be promptly designated by the Secretary of the Treasury as a depository for that purpose, under the provisions of section 3639, Revised Statutes of the United States, and upon his filing a satisfactory bond he will receive from the Department a supply of the certificates for sale, not to exceed in amount at any one time the penalty of the bond, which should not be less than \$1,000. A blank bond to be executed will be transmitted with the letter of designation.

All national banks, upon complying with section 5133, Revised Statutes of the United States, are also invited to become financial agents of the Government, and depositaries of public moneys accruing from the sale of these certificates. The money received by depository banks for such certificates will remain on deposit with said banks, subject to the order of the Treasurer of the United States, and calls for the redemption of bonds will issue from time to time as the Secretary may direct.

A commission of one-eighth of one per cent. will be allowed on the sale of these certificates to officers other than the Treasurer and Assistant Treasurers, and a like commission to banks and others purchasing them directly of the Treasurer or some Assistant Treasurer of the United States, provided such sales or purchases by the party claiming the commission shall aggregate not less than \$1,000 within any one calendar month, and a party purchasing at one time \$1,000 or more of the certificates will be entitled to receive them free of charge for transportation to any point on an established express line.

Commissions will be paid at the Department by check on New York.

The certificates will be ready for delivery April 1, 1879, at which date they begin to bear interest, which will be payable upon the conversion of the certificates into four per cent. bonds, but subscriptions may be made at once.

Certificates will also be issued under this law, whenever requested, similar in form and upon similar conditions to those above described, to be registered on the books of the Treasury in the name of the owner, which name will also be entered on the face of the certificate.

JOHN SHERMAN,
Secretary.

U. S. NAVY REGULATION CIRCULAR, No. 18.

March 26, 1879.

I. Officers detailed for duty on general court-martial or courts of inquiry are, while so serving, exempt from other duty, except in cases of emergency, to be judged of by the commanding officer, who will at once communicate with the officer ordering the court, assigning the reasons for his action.

II. When a general court-martial, or court of inquiry adjourns without day, or for a period of more than two days, the presiding officer of the court will report the fact to the commanding officer of the station, and the officers of the court, attached to the station, will be liable to other duty during that time.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

April 12, 1879.

A board of officers will be organized, in conformity with the joint resolution of Congress, for the relief of Bushrod B. Taylor and other naval officers, approved February 5, 1879, for the purpose of examining into the cases of such officers of the Navy as did not have opportunity, from any cause whatever, to appear before the board created by virtue of the joint resolution of July 1, 1870, who deem themselves unjustly passed over by the promotions made in conformity with the act of Congress, approved July 25, 1866.

The board will be ordered to convene at the Navy Department on Thursday, the first day of May, 1879, and all officers concerned are hereby notified that they can present their claims for consideration by the board either in person, by counsel, or in writing addressed to the "President of Special Board of Examiners, Navy Department."

Such officers as desire to present their claims for examination will, without delay, make application to the president of the board, who will inform them when their cases will be considered.

R. W. THOMPSON,
Secretary of the Navy.

The following is a copy of the joint resolution referred to:

Joint Resolution for the relief of Bushrod B. Taylor and other Naval Officers.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy is hereby authorized to organize a board of three officers not below the grade of rear-admiral, who shall examine into the case of Commander Bushrod B. Taylor and such other officers of the Navy as did not have opportunity from any cause whatever to appear before the board created by virtue of the joint resolution of July first, eighteen hundred and seventy, as may deem themselves unjustly passed over by the promotions made in conformity with the act of Congress approved July twenty-fifth, eighteen hundred and sixty-six, and such officers shall have the right to appear in person and present to such board their cause of grievance. The board so organized shall report their conclusions to the Secretary of the Navy, who shall report the same to Congress.

Approved, February 5, 1879.

CIRCULAR No. 11.

April 24, 1879.

Under the recent acts of Congress, and the opinion of the Assistant Attorney General for the Post Office Department thereon, relative to the transmission, after May 1, 1879, within the United States, of official mail matter free of postage, the following privileges are allowed:

1. The official or Department postage stamps can be used to prepay postage on official mail matter.

2. The same stamps can be used to prepay registry fees on official mail matter.

3. Official mail matter can be transmitted under cover of the penalty envelope from officers of the Government to private individuals.

4. The official postage stamps can be enclosed by Government officers to private individuals for the purpose of prepaying the postage on answers to official communications. The penalty envelopes cannot be sent to private individuals for such purpose, as officers of the Government can only use such envelopes.

5. Officers of the Navy and Marine Corps can send official mail matter between themselves, or to any of the Executive Departments, by using the penalty envelope.

6. The penalty envelope, in addition to having the words "official business" thereon, will have the name of the office from which sent, or the signature and rank of the officer by whom sent, and the following endorsement:

"Any person using this envelope to avoid the payment of postage on private matter of any kind will be subject to a fine of three hundred dollars."

7. The endorsement required on the penalty envelope may be printed, impressed with a stamp, or written.

8. In prepaying postage to foreign countries the ordinary postage stamps must be used.

R. W. THOMPSON,
Secretary of the Navy.

Circular relating to the Enlistment of Boys in the U. S. Naval Service.

May 31, 1879.

The circular of April 8, 1875, relating to the enlistment of boys in the U. S. naval service, is hereby rescinded, and the following substituted, in accordance with the amendments to the Revised Statutes of the United States, approved May 12, 1879, to wit:

"SECTION 1418. Boys between the ages of fifteen and eighteen years may be enlisted to serve in the Navy until they shall arrive at the age of twenty-one years, &c., &c."

"SECTION 1419. Minors between the ages of fifteen and eighteen years shall not be enlisted for the naval service without the consent of their parents or guardians."

"SECTION 1420. No minor under the age of fifteen years, no insane or intoxicated person, and no deserter from the naval or military service of the United States, shall be enlisted in the naval service."

These boys will be sent on board of suitable vessels, to be trained for the naval service, under the following regulations:

Every boy previous to being enlisted must satisfy the Examining Board of Officers—

That he is of robust frame, intelligent, of perfectly sound and healthy constitution, free from any physical defects or malformation, and not subject to fits.

That he is able to read and write.

In special cases, where the boy shows a general intelligence, and is otherwise qualified, the examining board, if they think fit, may enlist him, notwithstanding his knowledge of reading and writing is imperfect.

That his height and measure are sufficient, being as follows:

Age.	Height.	Weight.	Chest measurement— breathing naturally.
Fifteen years.....	4 feet 11 inches.....	85 pounds.....	27½ inches.
Sixteen years.....	5 feet 1 inch.....	90 pounds.....	28 inches.
Seventeen years.....	5 feet 2 inches.....	100 pounds.....	29 inches.
Eighteen years.....	5 feet 3 inches.....	110 pounds.....	30 inches.

Each boy upon presenting himself for enlistment must be accompanied by his father, or by his mother in case the father be deceased, or by his legally-appointed guardian in case he has no father nor mother, their signature being required on the Shipping Articles to perfect the enlistment.

The parent or guardian, however, who by reason of distance, infirmity, or other causes, cannot accompany the son or ward to the place of enlistment, will be furnished, on written application to the commanding officer of either of the training-ships or other vessels upon which enlistments are made, with duplicates of a printed form of declaration, oath, &c., by which the enlistment will be perfected, should the boy be accepted by the board of examining officers.

All expenses of travel must be paid by the candidates, whether accepted or not.

The Board of Examining Officers will consist of the captain, a line officer, and the senior medical officer of the vessel.

If the examining officers are of the opinion that the boy is in every respect fit for the service, the engagement to serve continuously in the service until twenty-one years of age is to be read and explained to him, and if he voluntarily agrees to its terms, he is then, in the presence of a witness, to sign the agreement and be enlisted.

The examining officers will fill up the form and certificate attached to the engagement and transmit it to the Department.

The education of the boys will comprise the elements of an ordinary English education, alternating with practical seamanship and other professional occupations designed to prepare them for sailors in the Navy.

The prime object is to place in the naval service, with the consent of their parents, such good and deserving boys as will elevate its standard and make the Navy more reliable as an arm of the national defence. Boys who have been convicted of crime cannot, therefore, be received, as it is not advisable that they should become the associates of the better class.

The boys will be enlisted as third-class boys, at the rate of \$9.50 per month and one ration. While serving on the training-ships they may, if deserving, be promoted

to the rating of second and first-class boys, at the pay of \$10.50 and \$11.50 per month, respectively, and on cruising vessels will be entitled to higher ratings, at the discretion of their commanding officers, as a reward of proficiency and good conduct.

They will be furnished an outfit of clothing, the cost of which will be charged to their respective accounts, or the parents may purchase the necessary outfit from the paymaster of the ship themselves, and give to their sons.

Boys enlisted to serve until twenty-one years of age will not be permitted to allot any part of their pay to parents or guardians, nor will they be allowed to draw any money from the paymaster for this purpose.

They will be allowed to draw monthly, from the paymaster of the ship, one dollar for pocket-money, if out of debt, and will be allowed liberty to go on shore at the discretion of the commanding officer.

They will be transferred to sea-going vessels as they become proficient, accompanied by the certificate of their commanding officer as to their conduct and qualifications.

If recommended for honorable discharge upon the expiration of their enlistments, they will receive continuous-service certificates, which will entitle them to three months' extra pay of their rating when discharged, and to the addition of one dollar per month to their pay, provided they re-enlist under such certificates for three years within three months from the dates thereof.

Boys will not be discharged from the service until they have reached twenty-one years of age, except upon a medical survey, inaptitude for the service, or for misconduct.

Those injured in the service, or having contracted a disease in the line of duty, will be entitled to the benefits of a pension.

These boys will be under the immediate supervision of the Bureau of Equipment and Recruiting, Navy Department, and applications for enlistment will be made to the Chief of that Bureau, or to the commanding officers of the following-named training-ships, to wit: U. S. steamer "Minnesota" at New London, Conn., U. S. ship "Saratoga" and U. S. ship "Portsmouth" at Washington, D. C., and the U. S. ship "Constitution" where stationed from time to time, and such other vessels as may be designated for this service.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR TO YARDS.

June 3, 1879.

It is the desire of the Department that the Commandant of the Marine Corps, when upon an official visit, shall receive the same salute as is prescribed by the Navy Regulations, page 12, par. 17, for Chiefs of Bureaus of the Navy Department.

Very respectfully,

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 19.

June 4, 1879.

I. Article 32, of Articles for the Government of the Navy, is so construed that sentences by summary courts-martial which *involve loss of pay* are deemed to be such as deprive the offender of pay in stated terms of amount; and that "disrating" alone is not, within the meaning of the law, to be regarded as involving loss of pay, but as a reduction of *rating* only; and such sentences of "disrating," without the addition of loss of pay, can be carried into execution when approved by the officer ordering the court and the commander-in-chief, or, in his absence, by the senior officer present, without reference to the Secretary of the Navy for his approval. Section 42, of "Orders, regulations, and instructions for the administration of law and justice in the U. S. Navy," is therefore modified accordingly.

II. In cases where summary courts-martial may impose the sentence of "deprivation of liberty on shore on foreign stations," the duration of such punishment should not exceed the limit of the power given to such courts,—which courts are limited by law to punishments not exceeding three months' duration. Hereafter such sentences will be graduated to periods within the limit of three months.

III. Whenever a person, convicted by summary court-martial, shall be sentenced for any period exceeding ten days to confinement on diminished rations, or on bread and water, there must appear on the face of the record of the proceedings the certificate of the senior medical officer present to the effect that such sentence will not be seriously injurious to the health of the prisoner. Courts will exercise care and discretion in resorting to this punishment, and not award it in any case for a longer period, consecutively, than five days.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 243.

June 12, 1879.

Vessels of the Navy hereafter fitted out will have sky-sail poles from four feet to seven feet in length.

The Department's order on this subject, of September 14, 1869, is hereby rescinded.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 244.

June 13, 1879.

In the event of a vacancy occurring on a foreign station, the commander-in-chief may order the senior medical, senior pay, or senior engineer officer, to perform the duty of fleet surgeon, fleet paymaster, or fleet engineer, respectively, unless from disability, or other good cause, it should be found necessary to select another officer of the same or of a lower grade for that duty.

Hereafter no officer shall be entitled to the pay of fleet surgeon, fleet paymaster, or fleet engineer, unless he shall have been specially designated or ordered as such by the Secretary of the Navy.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 245.

July 1, 1879.

Paymasters' yeomen will not, hereafter, be required to sign the "Shipping Articles." They will be appointed by the paymaster, subject to the approval of the commanding officer, and will be entered on the ship's books upon taking the oath of allegiance and signing an agreement to serve faithfully for the cruise; to be amenable to the laws, regulations, and discipline of the service and of the ship, and to be discharged, in case of misbehavior, in any port, foreign or domestic, without claim for passage money, on the approval of the commanding officer.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 246.

July 22, 1879.

Medals of honor are hereby awarded David M. Buchanan and John Hayden, apprentices U. S. Navy, for the gallant conduct displayed by them in saving human life, as per the following commendatory report from Commander R. D. Evans, commanding the U. S. Training Ship "Saratoga."

R. W. THOMPSON,
Secretary of the Navy.

U. S. S. "SARATOGA" (THIRD RATE),
NEW LONDON, CONN., July 19, 1879.

Sir: On the morning of July 15, while this vessel was anchored off the Battery, New York Harbor, Robert Lee Robey, apprentice boy, fell overboard from the after part of the ship, and as the tide was running strong ebb at the time, he, not being an expert swimmer, was in considerable danger. David M. Buchanan, apprentice, instantly sprang over the rail after him, without hesitating an instant to remove even a portion of his clothing. John Hayden, apprentice, stripped himself and stood coolly watching the two in the water, and when he thought his services were required, made a dive and came up alongside of them and assisted them till all three were picked up by a boat from the ship.

Such conduct on the part of lads of their age promises well for their future usefulness to the service, and I beg that you will give them such commendation as you may deem proper.

Very respectfully, your obedient servant,

R. D. EVANS,
Commander U. S. N., Commanding.

Hon. R. W. THOMPSON,
Secretary of the Navy,
Washington, D. C.

CIRCULAR No. 12.

August 30, 1879.

The Board of Inspectors ordered by Circular No. 1, of June 22, 1877, will see that the quantity, as well as the quality, of the material offered for inspection is correct; and in this they will be assisted by the store clerk of the department whose material is to be inspected.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 20.

September 4, 1879.

Paragraphs 12 and 14, Chapter XII, of Navy Regulations, are hereby annulled, and the following are substituted therefor:

I. Each mess of officers will select a caterer, who will have charge of all matters relating to the proper service in and expenditures of the mess. He will keep an account of all receipts and expenditures, from which an abstract of the financial condition of the mess may at any time be ascertained. At the close of each month he will render to the mess a statement of the account of the mess, with his receipts, expenditures, and balance on hand, if any, together with any bills remaining unpaid. He is to incur no indebtedness which cannot be discharged by the funds appropriated for the mess, and he will see that all bills are paid before leaving a port. If, however, from the unexpected sailing of the vessel, or from circumstances beyond his control, he is forced to leave any bills unpaid, he will report the number and amount to the commanding officer, who will take measures to have them paid as soon as possible.

II. All officers, not commanding, ranking above the grade of ensign, and all officers in charge of departments, are ward-room officers. Those ranking with and below the grade of ensign are steerage officers, excepting the warrant officers, who will form a mess by themselves.

In all officers' messes the senior line officer present shall preside and have the power to interfere at any time to prevent disorder or unrestrained breaches of decorum.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR TO COMMANDANTS OF NAVY YARDS.

September 13, 1879.

It is hereby ordered that when the pay officer of a navy yard has occasion to go to a public depository for money to make his monthly or semi-monthly payments, and a conveyance is necessary, he shall be allowed the use of the navy yard carriage, if there is one in service at the yard—thus obviating the employment of some other conveyance at public expense.

WILLIAM N. JEFFERS,
Acting Secretary of the Navy.

GENERAL ORDER, No. 247.

October 23, 1879.

The following act of Congress, approved March 16, 1878, is published for the information of the naval service:

AN ACT to make persons charged with crimes and offences competent witnesses in the United States and Territorial Courts.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in the trial of all indictments, informations, complaints, and other proceedings against persons charged with the commission of crimes, offences, and misdemeanors, in the United States courts, Territorial courts, and courts-martial, and courts of inquiry, in any State or Territory, including the District of Columbia, the person so charged shall, at his own request but not otherwise, be a competent witness. And his failure to make such request shall not create any presumption against him.

R. W. THOMPSON,
Secretary of the Navy.

ORDER.

November 17, 1879.

By direction of the President, the Navy Department will be closed on Wednesday, the 19th instant, to enable its employés to participate in the ceremonies attending the unveiling of the statue of the late General George H. Thomas.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

December 30, 1879.

The officers of the Navy and Marine Corps will assemble at the Navy Department at 11.30 o'clock A. M. on Thursday, January 1, 1880, in full-dress uniform, for occasions of special ceremony, to pay their respects to the President of the United States at 12 o'clock.

They will form in the Navy Department, under the direction of the senior officer present, and will, in a body, wait upon the President of the United States.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 21.

January 10, 1880.

I. Clerks to pay officers of the Navy, authorized by sections 1386, 1387, and 1388 of the Revised Statutes, will be appointed in the manner prescribed by the Navy Regulations, and have the relative rank of midshipman.

II. In accepting appointments said clerks shall be required to bind themselves to be subject to such laws and regulations for the government and discipline of the Navy as are, or that may be, enacted by Congress or established by other competent authority. The acceptance will be accompanied by the oath of office prescribed by law.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 248.

February 12, 1880.

The attention of the Department has been called to the importance of establishing a correct and general understanding of the signals struck upon the engine-room gong for the guidance of the engineer officer in charge of the watch in the engine-room.

It is ordered that all engine-room bell guide-plates, wherever situated, shall bear the following directions in plain, readily distinguishable letters:

- 1 bell, ahead slow.
- 2 bells, stop.
- 3 bells, back.
- 4 bells, ahead fast.

The repetition of a signal is to be understood as emphasizing its meaning.

EXAMPLE.—“One bell, ahead slow”; one bell, repeated, ahead slower.

“Three bells, back”; three bells, repeated, back faster.

The efficiency of a steam vessel-of-war depends largely upon prompt and intelligent manipulation of the machinery in obedience to signal, and it is therefore made the duty of every officer to familiarize himself with the instructions contained in this order.

Inspecting, commanding, and engineer officers are required to see that all guide-plates are in strict conformity with the form above given, and such as are different will be removed as soon as practicable.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR No. 13.

March 29, 1880.

When officers of the Navy are required to make oath in answering interrogatories sent them by the Examining Board in Washington, the expense attending the execution thereof will be paid from “Contingent of the Navy,” on the presentation of vouchers to any one of the purchasing paymasters of the Navy.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR No. 14.

March 29, 1880.

In order to facilitate the execution of orders given by the Department, or any of its Bureaus, to the commandant of the navy yard at Norfolk, Virginia, to furnish vessels arriving in Hampton Roads with articles to be supplied from the yard, commanding officers of vessels who are junior to the commandant will report to him their arrival in the Roads.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR No. 15.

May 12, 1880.

Commanding officers of training-ships, when receiving apprentices from cruising vessels, will have them examined by the permanent board as to their professional qualifications.

These apprentices may be advanced from time to time, in accordance with their proficiency, as high as seamen, upon the recommendation of the board, without regard to the complement of the ship, and to the rating of petty officers as vacancies may occur, if found in all respects qualified.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR No. 16.

May 12, 1880.

Commanding officers of cruising vessels having apprentices on board ship, upon the recommendation of a board of officers, advance them to ordinary seamen of the 2d class during the first year, to ordinary seaman during the second year, and to seamen during the third year of their cruise, without regard to the complement of the ship; and when these apprentices have obtained the rating of seamen they may be advanced to the rating of petty officers as vacancies occur, if found qualified by a board.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 22.

May 26, 1880.

Hereafter no officer whose name is borne on the books of a disbursing officer of the Navy, and who shall be detached and ordered to duty at another station or at sea, will be paid as on duty by such disbursing officer for any time beyond the date of his detachment.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

June 28, 1880.

The Circular issued by the Department under date of July 2, 1878, in relation to the office of acting judge advocate, is hereby rescinded; and the following rules for the transaction of the business appertaining to the office of Judge Advocate General of the Navy, as established by the act of June 8, 1880, will hereafter be observed:

1. All matters submitted to the Secretary of the Navy, involving questions of law or regulation, will be referred by him, or by the chief clerk of the Department acting under his order, to the Judge Advocate General for examination and report.

2. The Chiefs of the several Bureaus and other offices connected with the Navy Department, and the clerks in the Secretary's office, will furnish the Judge Advocate General, upon his application, by reference of papers or otherwise, with all such facts and information from the books or records bearing upon any case or cases under consideration by him as he may require.

3. The records of all general and summary courts-martial, courts of inquiry, and boards for the examination of officers for retirement and promotion, will be filed in the office of the Judge Advocate General.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 249.

June 28, 1880.

Hereafter, enlisted men of the Marine Corps, serving on board ship, will not be assigned to duty as master-at-arms, ship's corporal, ship's writer, school-master, yeoman, or apothecary, nor otherwise diverted from their appropriate duties, except in cases of emergency. When necessary to make such assignment, it will continue only until a suitable person can be selected, for the required duty, from the crew of one of the vessels on the station, or one enlisted for such rating.

Marines will not be enlisted or discharged on foreign stations.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 250.

June 28, 1880.

The following act of Congress, approved June 8, 1880, establishing the office of Judge Advocate General of the Navy, is published for the information of the naval service:

AN ACT to authorize the President to appoint an officer of the Navy or the Marine Corps to perform the duties of solicitor and judge-advocate-general, and so forth, and to fix the rank and pay of such officer.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be, and he is hereby, authorized to appoint, for the term of four years, by and with the advice and consent of the Senate, from the officers of the Navy or Marine Corps, a judge advo-

cate general of the Navy, with the rank, pay, and allowances of a captain in the Navy or a colonel in the Marine Corps, as the case may be. And the office of the said judge advocate general shall be in the Navy Department, where he shall, under the direction of the Secretary of the Navy, receive, revise, and have recorded the proceedings of all courts-martial, courts of inquiry, and boards for the examination of officers for retirement and promotion in the naval service, and perform such other duties as have heretofore been performed by the solicitor and naval judge advocate general.

In accordance with the law above quoted, and with a view of defining more particularly the duties and functions of the office of Judge Advocate General of the Navy, it is hereby ordered—

First. The Judge Advocate General shall receive, revise, report upon, and have recorded, the proceedings of all courts-martial, courts of inquiry, and boards for the examination of officers for retirement and promotion in the naval service, and perform such other duties as have heretofore been performed by the solicitor and naval Judge Advocate General.

Second. The proceedings of all general and summary courts-martial, courts of inquiry, and boards for the examination of officers for promotion, after action thereon by the reviewing authority, will be forwarded direct to and filed in the office of the Judge Advocate General.

The presiding officers of general courts-martial, courts of inquiry, and boards for the examination of officers for retirement and promotion, convened by order of the Secretary of the Navy, will forward the proceedings of such courts and boards direct to the Judge Advocate General.

Third. All communications pertaining to questions of law arising before courts-martial, courts of inquiry, and boards for the examination of officers for retirement and promotion, or to the proceedings thereof, which may require the action of the Department, will be addressed to the "Judge Advocate General of the Navy, Navy Department."

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 23.

June 30, 1880.

Clauses II and IV of Paragraph 4, and Clauses II and III of Paragraph 5, Section I, Chapter III, of the U. S. Navy Regulations, approved August 7, 1876, are hereby annulled, and the following are substituted therefor:

PARAGRAPH 4.

II. In case of the death, disability, or absence of an officer in *military* command or direction, this command and direction, with all its authority and precedence, devolves and rests upon the *line* officer next in rank who may be present and on duty with such command. In processions on shore all officers take precedence according to their rank; but when such procession forms a military command, the command devolves upon the senior officer present eligible to command, and authority and precedence attach accordingly. On all courts-martial, courts of inquiry, boards of survey, and other boards, line and staff officers take precedence according to rank. The senior officer of such courts or boards presides by virtue of his rank.

IV. No officer of any grade of the Navy is authorized, by virtue of his own mere rank and authority, to give any order or grant any privilege, permission, or liberty to his senior in rank of any corps; nor is any senior officer required to receive such order, privilege, permission, or liberty from his junior, unless such junior is at the time in command of the vessel-of-war or naval station to which the senior is attached, or in command or direction of the *military* expedition or duty on which such senior is serving, or is, as aid or executive, executing such order of the commanding officer; and no commanding officer is authorized to delegate to any junior the authority to grant any permission, privilege, or liberty to his senior, but must himself receive and hear, under proper regulations, any request therefor from such senior, satisfying himself as to its propriety, and deciding the matter in the exercise of his own authority. Any officer on shipboard, however, who is intrusted by general provision or special order of proper authority with any duty, the present performance of which may involve the movements of the ship itself, or the attitude of the ship's company as a whole, represents the commandant for that purpose, and is intrusted, for the time, with all the authority necessary for the proper performance of such duty; and all officers, of whatever rank, are required to assist in carrying out such duty, and to receive and execute his orders for that purpose; nor will he be interfered with therein, unless by the commandant, or the officer next in command, who is entitled to relieve him in the performance of such duty. All officers having occasion to address the officer of the deck on matters of duty, will first salute him by touching their caps, which salute he is required to return in like manner.

PARAGRAPH 5.

II. As the inspecting officer of the ship, required, at stated periods, to examine and report her general condition and efficiency in all her departments, the aid or executive is entitled to make personal examination of and report upon all these, and, for that purpose, every facility is to be afforded him by every officer attached to the vessel; and all officers in charge of store-rooms or other parts of the ship, for the neat and orderly appearance of which they are responsible, are required to have such store-rooms or parts of the ship in proper condition for his inspection at such times as may be designated by the commanding officer.

III. As the officer to whom the details of the organization of the ship's company are intrusted, the aid or executive is the proper person to station the officers and crew, and to prepare, form, parade, and present them in proper attitude for review and inspection by the commanding or other proper officer; and, for this purpose, he has authority to take preliminary charge of all formations and parades, to see that the whole is properly organized and paraded, and to receive the reports, customary on such occasions, from the officers in charge of departments and divisions, and transmit them as a whole to the commanding officer. While carrying out the details of organization and those of police and inspection, in execution of the orders of the commanding officer, the aid or executive takes precedence over all officers attached to the ship, and will be obeyed and respected accordingly. Reports of heads of departments and of officers senior in rank to the aid or executive, other than those above mentioned, will be made direct to the commanding officer. The commanding officer is authorized to grant temporary leave of absence to the officers and others attached to the vessel; and under his orders and special directions such leave of absence may be granted by the aid or executive to officers who are junior to him in rank, but in no case shall he refuse such leave to a commissioned officer until the propriety of granting such privilege has been considered and decided upon by the commanding officer. Officers senior in rank to the aid or executive, desiring leave from the ship, will obtain the required permission directly from the commanding officer, and upon their return from leave will report the same to him through the officer of the deck. All officers returning to the ship from leave will report their return to the officer of the deck, who will immediately report the same to the aid or executive.

All circulars, orders, and regulations which conflict with Section I, Chapter III, of the Navy Regulations as modified by this Circular, are hereby abrogated to the extent in which they so conflict.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 251.

June 30, 1880.

From and after this date the rates of machinist and coppersmith in the Navy are abolished, but no machinist or coppersmith shall be discharged from the service in consequence of this order until the expiration of his enlistment, except upon his own application.

The following rates are hereby established in the Navy as a part of the complement of the engineer force on every steam-vessel when commissioned for sea-service, or when employed on receiving-ship or training-ship duty, viz: "Finisher," "Boiler-maker," and "Blacksmith," at an uniform pay of \$50 per month and the usual ration.

It is ordered that the engineer force of every steam vessel-of-war in commission shall contain two finishers, one boiler-maker, and one blacksmith.

Applicants for the above rates, who are physically qualified, shall be examined by an experienced engineer officer attached to the vessel in which they are to serve (when practicable this officer shall be the chief engineer), and upon his recommendation they shall be enlisted.

The men filling these rates are not to be detailed for duty outside of the engine department.

The uniform for the rates of finisher, boiler-maker, and blacksmith, and for the engineer's yeoman, shall be as follows: Single-breasted sack coats with a row of five medium-size navy buttons on the right breast, as prescribed for master-at-arms, apothecaries, and paymaster's yeomen.

For muster these sack coats will be made of navy-blue cloth, and for working suits they will be made of navy-blue flannel.

They will be allowed to wear white cotton or linen shirts and uniform vests, with six small-size navy buttons, and plain blue cloth caps, with visors.

U. S. Navy Regulation Circulars No. 6 and No. 18 are hereby revoked.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 252.

July 7, 1880.

Boats of the Navy, when fitted at navy yards, will be painted as follows: \n Launches, steam-cutters, and dinghies, black outside below the moldings, and lead-color inside.

All other boats white outside below moldings, and white inside above footlings; below the footlings they will be lead-color.

In all boats the outside moldings and gunwales will be kept bright.

All smoke-stacks in vessels of the Navy will be kept black.

WILLIAM N. JEFFERS,

Acting Secretary of the Navy.

REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

GENERAL ORDER, No. 253.

July 16, 1880.

A revised code of "Regulations for Preventing Collisions at Sea" having been approved by nearly all the maritime nations of the world, and adopted by them, to go into effect on the 1st September, 1880, thus becoming an integral part of the law of the sea, it is hereby adopted for the naval service of the United States, to go into effect on the above-mentioned date, *in so far as the navigation of naval vessels outside of United States territorial waters is concerned.* Within the waters of the United States naval vessels will be guided by the regulations for preventing collisions as specified in section 4233 of the United States Revised Statutes.

Navy Department General Order No. 34, dated May 4, 1864, and forming Appendix No. 2 of the United States Naval Regulations, is hereby rescinded; and the precepts of the Revised Regulations and of the United States Statutes hereto appended will be strictly complied with in accordance with the above specifications.

A careful examination and comparison of the appended codes is enjoined upon all officers of the Navy, especially of those parts of the Revised Regulations which are printed in italics, as it is in them that the modifications from the old rules exist.

WILLIAM N. JEFFERS,

Acting Secretary of the Navy.

*Section 4233, U. S. Revised Statutes.**Revised International Regulations.*

RULE I. Every steam-vessel which is under sail, and not under steam, shall be considered a sail-vessel; and every steam-vessel which is under steam, whether under sail or not, shall be considered a steam-vessel.

RULE II. The lights mentioned in the following rules, and no others, shall be carried in all weathers, between sunset and sunrise.

RULE III. All ocean-going steamers, and steamers carrying sail, shall, when under way, carry—

(A.) At the foremast-head, a bright white light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, and so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side.

(B.) On the starboard side, a green light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side.

(C.) On the port side, a red light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the port side.

The green and red lights shall be fitted with inboard screens, projecting at least three feet forward from the lights, so as to prevent them from being seen across the bow.

ARTICLE I. In the following rules every steamship which is under sail and not under steam is to be considered a sailing-ship; and every steamship which is under steam, whether under sail or not, is to be considered a ship under steam.

ARTICLE II. The lights mentioned in the following articles, numbered 3, 4, 5, 6, 7, 8, 9, 10, and 11, and no others, shall be carried in all weathers from sunset to sunrise.

ARTICLE III. A sea-going steamship, when under way, shall carry—

(a.) *On or in front of the foremast, at a height above the hull of not less than 20 feet, and if the breadth of the ship exceeds 20 feet, then at a height above the hull not less than such breadth,* a bright white light, so constructed as to show an uniform and unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the ship, viz, from right ahead to two points abaft the beam on either side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles.

(b.) On the starboard side, a green light so constructed as to show an uniform and unbroken light over an arc of the horizon of ten points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

(c.) On the port side, a red light so constructed as to show an uniform and unbroken light over an arc of the horizon of ten points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the port side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

(d.) The said green and red side lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

RULE IV. Steam-vessels, when towing other vessels, shall carry two bright white mast-head lights vertically, in addition to their side lights, so as to distinguish them from other steam-vessels. Each of these mast-head lights shall be of the same character and construction as the mast-head lights prescribed by Rule three.

RULE V. All steam-vessels, other than ocean-going steamers and steamers carrying sail, shall, when under way, carry on the starboard and port sides lights of the same character and construction and in the same position as are prescribed for side lights by Rule three, except in the case provided in Rule six.

(New Regulation.)

RULE VI. River-steamers navigating waters flowing into the Gulf of Mexico, and their tributaries, shall carry the following lights, namely: One red light on the outboard side of the port smokepipe, and one green light on the outboard side of the starboard smokepipe. Such lights shall show both forward and abeam on their respective sides.

RULE VII. All coasting steam-vessels, and steam-vessels other than ferry-boats and vessels otherwise expressly provided for, navigating the bays, lakes, rivers, or other inland waters of the United States, except those mentioned in Rule six, shall carry the red and green lights as prescribed for ocean-going steamers; and, in addition thereto, a central range of two white lights; the after light being carried at an elevation of at least fifteen feet above the light at the head of the vessel. The head-light shall be so constructed as to show a good light through twenty points of the compass, namely: from right ahead to two points abaft the beam on either side of the vessel; and the after light so as to show all around the horizon. The lights for ferry-boats shall be regulated by such rules as the board of supervising inspectors of steam-vessels shall prescribe.

RULE VIII. Sail-vessels under way or being towed, shall carry the same lights as steam-vessels under way, with the exception of the white mast-head lights, which they shall never carry.

RULE IX. Whenever, as in case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side. To make the use of these portable lights more certain and easy, they shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens.

RULE X. All vessels, whether steam-vessels or sail-vessels, when at anchor in roadsteads or fair-ways, shall, between sunset and sunrise, exhibit where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and at a distance of at least one mile.

RULE XI. Sailing pilot-vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the mast-head, visible all around the horizon, and shall also exhibit a flare-up light every fifteen minutes.

(New Regulation.)

ARTICLE IV. A steamship, when towing another ship shall, in addition to her side lights, carry two bright white lights in a vertical line one over the other, *not less than three feet apart*, so as to distinguish her from other steamships. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light which other steamships are required to carry.

(Inland Water Regulation.)

ARTICLE V. A ship, whether a steamship or sailing-ship, when employed either in laying or picking up a telegraph cable, or which, from any accident, is not under command, shall at night carry, in the same position as the white light which steamships are required to carry; and if a steamship, in place of that light, three red lights in globular lanterns, each not less than three feet apart, in a vertical line one over the other, *not less than three feet apart*; and shall by day carry in a vertical line one over the other, *not less than three feet apart*, in front of but not lower than her foremast head, three black balls or shapes, each two feet in diameter.

These shapes and lights are to be taken by approaching ships as signals that the ship using them is not under command, and cannot therefore get out of the way.

The above ships, when not making any way through the water, shall not carry the side lights, but when making way shall carry them.

(Inland Water Regulation not affecting naval vessels.)

ARTICLE VI. A sailing ship under way, or being towed, shall carry the same lights as are provided by article 3 for a steamship under way, with the exception of the white light, which she shall never carry.

ARTICLE VII. Whenever, as in the case of small vessels during bad weather, the green and red side lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.

ARTICLE VIII. A ship, whether a steamship or a sailing ship, when at anchor, shall carry, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of not less than eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all round the horizon at a distance of at least one mile.

ARTICLE IX. A pilot-vessel, when engaged on her station on pilotage duty, shall not carry the lights required for other vessels, but shall carry a white light at the mast-head, visible all round the horizon, and shall also exhibit a flare-up light, or flare-up lights, at short intervals, which shall never exceed fifteen minutes.

A pilot-vessel, when not engaged on her station on pilotage duty, shall carry lights similar to those of other ships.

RULE XII. Coal boats, trading boats, produce boats, canal boats, oyster boats, fishing boats, rafts, or other water craft, navigating any bay, harbor, or river, by hand-power, horse-power, sail, or by the current of the river, or which shall be anchored or moored in or near the channel or fair-way of any bay, harbor, or river, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the

board of supervising inspectors of steam-vessels.

RULE XIII. Open boats shall not be required to carry the side lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side; and, on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such a manner that the green light shall not be seen on the port side, nor the red light on the starboard side. Open boats, when at anchor or stationary, shall exhibit a bright white light. They shall not, however, be prevented from using a flare-up, in addition, if deemed expedient.

(New Regulations.)

RULE XIV. The exhibition of any light on board of a vessel of war of the United States may be suspended whenever, in the opinion of the Secretary of the Navy, the commander in chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it.

RULE XV. Whenever there is a fog, or thick weather, whether by day or night, fog-signals shall be used, as follows:

(A.) Steam-vessels under way shall sound a steam-whistle placed before the funnel, not less than eight feet from the deck, at intervals of not more than one minute.

(B.) Sail-vessels under way shall sound a fog-horn at intervals of not more than five minutes.

(New Regulation.)

(C.) Steam-vessels and sail-vessels, when not under way, shall sound a bell at intervals of not more than five minutes.

(D.) Coal boats, trading boats, produce boats, canal boats, oyster boats, fishing boats, rafts, or other water craft, navigating any bay, harbor, or river, by hand-power, horse-power, sail, or by the current of the river, or anchored or moored in or near the channel or fair-way of any bay, harbor, or river, and not in any port, shall sound a fog-horn, or equivalent signal, which shall make a sound equal to a steam-whistle, at intervals of not more than two minutes.

(See Rule XXI.)

RULE XVI. If two sail-vessels are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

NOTE.—Paragraphs (c), (d), (e), (f), and (g) of Article X are suspended until September 1, 1881, in order to permit a knowledge of them to be circulated among all vessels which they affect.

(Inland Water Regulation not affecting naval vessels.)

ARTICLE X. (a.) Open fishing boats and other open boats, when under way shall not be obliged to carry the side lights required for other vessels, but every such boat shall, in lieu thereof, have ready at hand a lantern with a green glass on the one side and a red glass on the other side, and on the approach of or to other vessels such lantern shall be exhibited, in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

(b.) A fishing vessel and an open boat, when at anchor, shall exhibit a bright white light.

(c.) A fishing vessel, when employed in drift-net fishing, shall carry on one of her masts two red lights in a vertical line one over the other, not less than three feet apart.

(d.) A trawler at work shall carry on one of her masts two lights in a vertical line one over the other, not less than three feet apart, the upper light red and the lower green, and shall also either carry the side lights required for other vessels, or, if the side lights cannot be carried, have ready at hand the colored lights, as provided in article 7, or a lantern with a red and a green glass, as described in paragraph (a) of this article.

(e.) Fishing vessels and open boats shall not be prevented from using a flare-up in addition, if they desire to do so.

(f.) The lights mentioned in this article are substituted for those mentioned in the 12th, 13th, and 14th articles of the convention between France and England scheduled to the British Sea Fisheries Act, 1868.

(g.) All lights required by this article, except side lights, shall be in globular lanterns so constructed as to show all round the horizon.

(Revised.)

ARTICLE XII. A steamship shall be provided with a steam-whistle or other efficient steam-sound signal, so placed that the sound may not be intercepted by any obstructions, and with an efficient fog-horn to be sounded by a bellows or other mechanical means, and also with an efficient bell. A sailing-ship shall be provided with a similar fog-horn and bell.

In fog, mist, or falling snow, whether by day or night, the signals described in this article shall be used as follows, that is to say:

(a.) A steamship under way shall make with her steam-whistle, or other steam-sound signal, at intervals of not more than two minutes, a prolonged blast.

(b.) A sailing ship under way shall make with her fog-horn, at intervals of not more than two minutes, when on the starboard tack, one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

(c.) A steamship and sailing ship, when not under way, shall, at intervals of not more than two minutes, ring the bell.

(Inland Water Regulation not affecting naval vessels.)

ARTICLE XIII. Every ship, whether sailing ship or steamship, shall, in a fog, mist, or falling snow, go at a moderate speed.

RULE XVII. When two sail-vessels are crossing so as to involve risk of collision, then, if they have the wind on different sides, the vessel with the wind on the port side shall keep out of the way of the vessel with the wind on the starboard side, except in the case in which the vessel with the wind on the port side is close-hauled, and the other vessel free, in which case the latter vessel shall keep out of the way. But if they have the wind on the same side, or if one of them has the wind aft, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

RULE XVIII. If two vessels under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

(Explanatory note.)

RULE XIX. If two vessels under steam are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

RULE XX. If two vessels, one of which is a sail-vessel and the other a steam-vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sail-vessel.

RULE XXI. Every steam-vessel, when approaching another vessel, so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse; and every steam-vessel shall, when in a fog, go at a moderate speed.

(Article XIX is an obligatory regulation in United States waters, although not mentioned in the statutes.)

RULE XXII. Every vessel overtaking any other vessel shall keep out of the way of the last-mentioned vessel.

(New Regulation.)

RULE XXIII. Where, by rules seventeen, nineteen, twenty, and twenty-two, one of two vessels shall keep out of the way, the other shall keep her course, subject to the qualifications of rule twenty-four.

RULE XXIV. In construing and obeying these rules, due regard must be had to all dangers of navigation, and to any special circumstances which may exist in any particular case rendering a departure from them necessary in order to avoid immediate danger.

SECTION 4234. * * * and every such vessel (sail-vessel) shall, on the approach of any steam-vessel during the night-time, show a lighted torch upon that point or quarter to which such steam-vessel shall be approaching. * * * * *

ARTICLE XIV. When two sailing ships are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, viz:

(a.) A ship which is running free shall keep out of the way of a ship which is close-hauled.

(b.) A ship which is close-hauled on the port tack shall keep out of the way of a ship which is close-hauled on the starboard tack.

(c.) When both are running free with the wind on different sides, the ship which has the wind on the port side shall keep out of the way of the other.

(d.) When both are running free with the wind on the same side, the ship which is to windward shall keep out of the way of the ship which is to leeward.

(e.) A ship which has the wind aft shall keep out of the way of the other ship.

ARTICLE XV. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This article only applies to cases where ships are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two ships which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are, when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which, by day, each ship sees the masts of the other in a line or nearly in a line with her own; and, by night, to cases in which each ship is in such a position as to see both the side lights of the other.

It does not apply, by day, to cases in which a ship sees another ahead crossing her own course, or, by night, to cases where the red light of one ship is opposed to the red light of the other, or where the green light of one ship is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

ARTICLE XVI. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

ARTICLE XVII. If two ships, one of which is a sailing ship and the other a steamship, are proceeding in such directions as to involve risk of collision, the steamship shall keep out of the way of the sailing ship.

ARTICLE XVIII. Every steamship, when approaching another ship so as to involve risk of collision, shall slacken her speed or stop and reverse if necessary.

ARTICLE XIX. *In taking any course authorized or required by these regulations, a steamship under way may indicate that course to any other ship which she has in sight by the following signals on her steam-whistle, viz:*

One short blast to mean "I am directing my course to starboard." Two short blasts to mean "I am directing my course to port." Three short blasts to mean "I am going full speed astern."

The use of these signals is optional; but if they are used the course of the ship must be in accordance with the signal made.

ARTICLE XX. *Notwithstanding anything contained in any preceding article, every ship, whether a sailing ship or a steamship, overtaking another, shall keep out of the way of the overtaken ship.*

ARTICLE XXI. *In narrow channels every steamship shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such ship.*

ARTICLE XXII. *Where, by the above rules, one of two ships is to keep out of the way, the other shall keep her course.*

ARTICLE XXIII. *In obeying and construing these rules, due regard shall be had to all dangers of navigation, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.*

ARTICLE XI. *A ship which is being overtaken by another shall show from her stern to such last-mentioned ship a white light or a flare-up light.*

ARTICLE XXIV. *Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.*

(New Regulations.)

ARTICLE XXV. *Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbor, river, or inland navigation.*

ARTICLE XXVI. *Nothing in these rules shall interfere with the operation of any special rules made by the government of any nation with respect to additional station and signal lights for two or more ships of war, or for ships sailing under colour.*

GENERAL ORDER, No. 254.

September 2, 1880.

Coast pilots will not be employed on any vessel of the Navy unless authorized by the Bureau of Navigation; and when coast pilots are allowed, they shall not be paid for local pilotage.

When any vessel of the Navy shall require a local pilot in the waters of any State, a pilot licensed under the laws of the United States, or one licensed under the State laws, shall be employed. But vessels of the Navy may enter and depart from ports within the waters of any State without United States or State pilots, at the discretion of the commanding officers thereof. In all cases, pilotage of any such vessels will be regulated in accordance with the existing laws of the States, respectively, wherein local pilots may be employed.

The circular issued by the Department May 14, 1874, in relation to the employment of pilots, is hereby rescinded.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 255.

December 2, 1880.

Referring to General Order No. 251, of June 30, 1880, the second, fourth, and fifth paragraphs are modified so as to read as follows:

"The following rates, as substitutes for machinists and copper-smiths, are hereby established in the Navy as a part of the complement of the engineer force on all steam vessels-of-war when commissioned for sea-service, or when employed as cruising training-ships, viz: 'Finisher,' 'Boiler-maker,' and 'Blacksmith,' at an uniform pay of fifty dollars per month and the usual ration."

"Applicants for the above rates, who are physically qualified, shall be examined by an experienced engineer officer as to skill in their respective trades (when practicable this officer shall be a Chief Engineer), and upon his recommendation they shall be enlisted."

"The men filling these rates are not to be detailed for duty outside of the engine department *except in case of great emergency.*"

The two U. S. Navy Regulation Circulars, Nos. 6 and 18, revoked in General Order No. 251, are of the dates of October 4, 1873, and March 20, 1875.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 256.

December 3, 1880.

The provisions of General Order No. 251, dated June 30, 1880, abolishing the rate of machinist in the Navy, and of General Order No. 255, dated December 2, 1880, explanatory thereof, shall not apply to machinists employed on board vessels of the Coast Survey and Fish Commission; and men will be enlisted in that rating as heretofore for such special service.

R. W. THOMPSON,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 24.

Relative to examination of Acting Gunners for entrance, and subsequently for a warrant, as Gunner.

December 9, 1880.

Paragraphs 5 and 6, page 92, Regulations for the Navy, 1876, are hereby altered and amended to read as follows:

The act of Congress, approved May 12, 1879, provides—

"That in the appointment of warrant officers in the naval service of the United States, preference shall be given to men who have been honorably discharged upon the expiration of an enlistment as an apprentice or boy, to serve during minority, and re-enlisted within three months after such discharge, to serve during a term of three or more years."

A candidate for the appointment of acting gunner must be a seaman of sober and correct habits; not more than thirty years of age, and must, previous to the professional examination, pass the required physical examination.

Hereafter, no person shall be appointed an acting gunner until he shall have satisfactorily passed an examination on the subjects herein mentioned, at the Washington Navy Yard, before a duly authorized board of line officers; and no acting gunner shall receive a warrant as gunner unless he shall present commendatory letters from his commanding officers, after making a cruise of not less than one year, as acting gunner, in a sea-going vessel-of-war, and shall pass a thorough examination in all the duties of a gunner.

He must be able to read and write with facility; must understand the first four rules of arithmetic and proportion; must be able to keep the gunner's accounts correctly.

He must understand the construction and mode of dismounting and assembling, and the difficulties to be remedied in B. L. rifles, B. L. howitzers, all revolving cannon and machine-guns of service types, and the magazine rifles and other small-arms in the naval service; also the use of such tools as are supplied for repairing ordnance at sea.

He must be able to put up all kinds of ammunition, to take impressions of vent and bore, to star-gauge guns, to adjust, verify, and use sights, and to fit all gun gear; and thoroughly understand and be able to explain all fuzes in use in the Navy.

He must understand the manner of fitting magazines, shell-rooms, shell-houses, and light-rooms; the manner of stowing and preserving powder, projectiles, fireworks, and all ordnance stores, afloat and ashore: the manner of handling and securing guns.

He must be fully conversant with all orders and regulations in regard to the care and handling of ordnance material and stores afloat and ashore, and with the charges of powder for guns and projectiles of every calibre.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR No. 17.

December 13, 1880.

U. S. Navy Regulation Circular, No. 1, issued March 15, 1877, is so amended as to include the Judge Advocate General of the Navy as a member of the Board referred to therein.

R. W. THOMPSON,
Secretary of the Navy.

GENERAL ORDER, No. 257.

December 16, 1880.

Ordered, that the vessels employed in training apprentices for the Navy shall, from and after this date, constitute a training fleet, and be placed under the command of an officer who shall be of a rank not below that of captain, who shall also be in command of the permanent headquarters or "Naval Training Station."

Ordered, that the "Coasters' Harbor Island," in Narragansett Bay, near Newport, Rhode Island, be, and the same hereby is, established as the "Naval Training Station" for apprentices, which place shall be the headquarters of said "training fleet."

Ordered, that all business and correspondence of said "*Fleet and Station*" shall be conducted as heretofore, through the same channels, under the jurisdiction of the Navy Department.

Ordered, that the tender of the real estate made by the State of Rhode Island for the uses of said "training fleet" be, and it hereby is, accepted, and when hereafter the same shall be conveyed to the United States by authority of law, then the station hereby established shall be permanent—until then it shall be considered as only temporary.

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

December 29, 1880.

The officers of the Navy and Marine Corps will assemble at the Navy Department at 11.30 o'clock a. m., on Saturday, January 1, 1881, in full-dress uniform for occasions of special ceremony, to pay their respects to the President of the United States at 12 o'clock.

They will form in the Navy Department, under the direction of the senior officer present, and, in a body, wait upon the President of the United States.

ALEXANDER RAMSAY,
Acting Secretary of the Navy.

GENERAL ORDER, No. 258.

January 13, 1881.

Hereafter all pay officers of the Navy, except when at sea or attached to foreign stations, on being relieved from duty involving pecuniary responsibility, will immediately deposit in the Treasury of the United States, or other designated depository, the total balance of public funds in their hands, and forward duplicate of the certificate of deposit to the Fourth Auditor of the Treasury without delay.

Under no circumstances will they transfer such balance, or any part of it, to their successors, or carry it to future accounts of their own, unless specially authorized to do so by the Department.

N. GOFF, JR.,

Secretary of the Navy.

GENERAL ORDER, No. 259.

January 25, 1881.

The following opinion of the Attorney General of the United States is published for the information of the Navy.

N. GOFF, JR.,

Secretary of the Navy.

DEPARTMENT OF JUSTICE,
WASHINGTON, November 15, 1880.

SIR: The letter of the Acting Secretary of the Navy of the 29th ult. informs me that one William Brown, a coal-heaver in the Navy, committed an assault upon one John Kennedy, a second-class fireman in the Navy, on board the U. S. S. "Minnesota," in the Thames river, opposite the city of New London, Connecticut, on the 10th day of May last, when that vessel was under weigh, en route to New York; and that the injuries inflicted by Brown upon Kennedy in this assault were so severe as to require the removal of the latter to the Naval Hospital, New York, for treatment, the day following the assault, where he died of fractura and resulting pneumonia, as represented by the certificate of death, a copy of which the Acting Secretary incloses.

The matter was brought to the notice of the city attorney, New London, with a view to the trial of Brown by the civil authorities of Connecticut, who replied, "It is considered best that Brown should be dealt with by the authorities of the United States."

As this offence was committed by a person engaged in the service upon another person also engaged in the service, on board a vessel of the Navy, and affects directly the discipline of the service, the letter inquires whether said offence may be taken cognizance of by a general court-martial, under Article 22, section 1624, of the Revised Statutes, as manslaughter, in violation of that article.

The article from which the present article is derived is first found in the act "for the government of the Navy of the United States," approved March 2, 1799 (1 Stat., 709), and is in the following form:

"ART. 46. All faults, disorders, and misdemeanors which shall be committed on board any ship belonging to the United States, and which are not herein mentioned, shall be punished according to the laws and customs in such cases at sea."

The next statement is in the act of April 23, 1800 (2 Stat., 45):

"ART. XXXII. All crimes committed by persons belonging to the Navy, which are not specified in the foregoing articles, shall be punished according to the laws and customs in such cases at sea."

Article 8 of the act of July 17, 1862 (12 Stat., 600), is as follows:

"All offences committed by persons belonging to the Navy, which are not specified in the foregoing articles, shall be punished as a court-martial shall direct; but in no case shall punishment by flogging be inflicted, nor shall any court-martial adjudge punishment by flogging."

The present form of Article 22, section 1624, Revised Statutes, is the same as that of the last-mentioned article, except that it omits the last clause in regard to flogging; that subject being elsewhere dealt with.

The use of the words "all faults, disorders, and misdemeanors" in the first form would seem to limit it to offences of a minor grade, such as would be accurately expressed by those three words.

The use of the words "all crimes," etc., in the second form would extend it beyond mere minor offences, and the change of the word "crimes" into the more general word "offences" (which is the word found in the existing article) would indicate that a general word was used for the purpose of including all that might be embraced by the terms "faults," "disorders," "misdemeanors," or "crimes." This article cannot be interpreted as intending to give to a court-martial general criminal jurisdiction, but only jurisdiction over those offences not specified by name, which are injurious to the order and discipline of the Navy; and this jurisdiction is given for the purpose of preserving that order and discipline.

Even, therefore, if the authorities of Connecticut had seen fit to try this man for manslaughter, which they might probably have done, it would not have ousted the court-martial of jurisdiction over the same offence so far as it affected the order and discipline of the ship. The offence in the one case, punished by the civil authorities, would be the offence against the public peace; in the other, it would be the offence against the order and discipline of the Navy.

It requires no argument to show that an assault of a character so serious as to result in the death of the person assaulted, who was also in the naval service, is an offence against the order and discipline of the Navy, especially when among the enumerated cases is found the offence of "assault and battery."

I am, therefore, of opinion that the court-martial may properly take cognizance of this offence under the article in question, and that it may inflict such punishment as is proper for an offence so prejudicial to the order and discipline of a ship-of-war.

Very respectfully, your obedient servant,

CHAS. DEVENS,

Attorney General.

HON. R. W. THOMPSON,

Secretary of the Navy.

GENERAL ORDER, No. 260.

February 2, 1881.

The additional sum of one dollar and fifty cents per month, which was allowed the enlisted men in the Navy, from the 1st of July, 1870, by order of the President of the United States, is included in the rate of pay fixed by General Order No. 251, dated June 30, 1880, for the ratings of finisher, boilermaker, and blacksmith of the engineer force.

N. GOFF, JR.,
Secretary of the Navy.

GENERAL ORDER, No. 261.

February 7, 1881.

The following extracts from an act of Congress are published for the information and government of all concerned.

N. GOFF, JR.,
Secretary of the Navy.

[PRIVATE—No. 11.]

AN ACT authorizing the persons therein named to accept of certain decorations and presents therein named from foreign governments, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

That Lieutenant Benjamin H. Buckingham, of the United States Navy, be, and he is hereby, authorized to accept from the President of the French Republic the Cross of the Legion of Honor; in appreciation of services in connection with the Exposition of eighteen hundred and seventy-eight at Paris;

That Rear-Admiral John J. Almy, United States Navy, be, and he is hereby, authorized to accept a decoration of the order of Kamehameha the First, which has been tendered to him by the King of the Hawaiian Islands as an evidence of his appreciation of that officer;

That Lieutenant Z. L. Tanner, of the United States Navy, late commanding the Pacific mail steamer City of Pekin, be, and he is hereby, authorized to accept from the Japanese government a pair of flower-vases and a lacquered box, in acknowledgment of his services in rescuing four Japanese seamen from a wreck on the Pacific Ocean on the nineteenth of January, eighteen hundred and seventy-seven;

That Commodore J. W. A. Nicholson, United States Navy, be, and he is hereby, authorized to accept from the Spanish Government the Grand Cross of Naval Merit, with a white badge, as a mark of appreciation of the services rendered to the officers and crew of the wrecked war-ship Pizarro.

SEC. 2. That no decoration, or other thing, the acceptance of which is authorized by this act, and no decoration heretofore accepted, or which may hereafter be accepted, by consent of Congress, by any officer of the United States, from any foreign government, shall be publicly shown or exposed upon the person of the officer so receiving the same.

SEC. 3. That hereafter any present, decoration, or other thing, which shall be conferred or presented by any foreign government to any officer of the United States, civil, naval, or military, shall be tendered through the Department of State, and not to the individual in person, but such present, decoration, or other thing, shall not be delivered by the Department of State unless so authorized by act of Congress.

Approved, January 31, 1881.

GENERAL ORDER, No. 262.

February 7, 1881.

The following opinion of the Attorney General of the United States is published for the information of the Navy.

N. GOFF, JR.,
Secretary of the Navy.

DEPARTMENT OF JUSTICE,
WASHINGTON, December 10, 1880.

SIR: Your letter of the 29th ult. informs me that Lieutenant _____, U. S. N., was suspended from promotion February 6, 1880, under the provisions of section 1505, Revised Statutes, having been found professionally disqualified. Lieutenant Commander _____, U. S. N., was promoted to the grade of commander, to fill a vacancy, January 22, 1880, at which time Lieutenant _____, the senior officer of his grade, became entitled to examination for promotion to fill a vacancy in the next higher grade, caused by the promotion of Lieutenant Commander _____. In obedience to an order dated January 22, 1880, Lieutenant _____ appeared on the 27th of that month before the examining boards for the examinations preliminary to promotion, required by sections 1403 and 1496, Revised Statutes. The Board of Medical Examiners

having pronounced Lieutenant _____ physically qualified to perform all his duties at sea, he was then examined by the Examining Board as to his mental, moral, and professional fitness for promotion, which board reported its finding as follows: "We hereby certify that Lieutenant _____ has the mental and moral qualifications to perform efficiently all the duties, both at sea and on shore, of the next higher grade, but he has not the professional qualifications required, and we do not therefore recommend him for promotion." The proceedings and findings of the Examining Board in this case were presented to the President for his action, who endorsed his orders thereon as follows:

"EXECUTIVE MANSION,

"February 6, 1880.

"The findings and recommendations of the boards in this case are approved, and, in conformity with section 1505 of the Revised Statutes, Lieutenant _____, U. S. Navy, will be suspended from promotion for one year, with corresponding loss of date.

"R. B. HAYES."

Lieutenant _____ was then informed by letter from the Navy Department of February 9, 1880, of the findings of the board and the President's action thereon.

Lieutenant _____, U. S. N., who was next in rank to Lieutenant _____, was then examined, found qualified, and promoted, February 9, 1880, to the grade of lieutenant commander, with rank as such from January 22, 1880, to fill the vacancy caused by the promotion of Lieutenant Commander _____. Six vacancies have occurred in the grade of lieutenant commander since the promotion of Mr. _____, four of which have been filled by promotion of lieutenants, according to seniority. Orders have been issued for the examination of the senior lieutenant, who, if found qualified, will be promoted to fill one of the two existing vacancies in the grade of lieutenant commander.

In view of the fact that the period of suspension from promotion of Lieutenant _____ will soon expire, and he will be re-examined, and that the number of officers in the grade of lieutenant commander is limited by law (section 1363, Revised Statutes), you request my opinion upon the following questions:

1. Should a vacancy in the grade of lieutenant commander be held open for the promotion of Lieutenant _____, if found qualified upon re-examination?
2. Does the loss of date by Lieutenant _____ commence from January 22, 1880, the date from which he would have taken rank as lieutenant commander had he been found qualified for promotion, or from February 6, 1880, the date of the approval of the findings of the Examining Board in his case by the President?
3. Could Lieutenant _____ be promoted to the next higher grade, if found qualified upon re-examination, at the expiration of his period of suspension, or should his promotion be then postponed until the happening of a vacancy in the grade of lieutenant commander?

Section 1505, Revised Statutes, is as follows:

"Any officer of the Navy on the active list below the grade of commander, who, upon examination for promotion, is not found professionally qualified, shall be suspended from promotion for one year, with corresponding loss of date, when he shall be re-examined, and in case of his failure upon such re-examination, he shall be dropped from the service."

Before proceeding to answer your inquiries, it seems to me important to consider whether the provisions in section 1505 for suspension from promotion and for loss of date contemplate that the term of the one is to be contemporaneous with the period of the other. The difficulties presented by this question may be thus briefly stated: If it be held that the loss of date of Lieutenant _____ is to commence from the time when the President approved the findings of the Examining Board, he may practically lose much more than a year in date, as, under some circumstances, there may be considerable delay in the adjudication of his case. But little delay occurred in the present case, yet enough obviously to make it an important question. On the other hand, if the suspension of Lieutenant _____ is to date from the time of the occurrence of the original vacancy—namely, January 22, 1880—it is easy to conceive of cases in which the officer suspended would not have the time which it was the intention of the statute to allow him, in order to repair the deficiencies in his professional qualifications. If, upon the second examination, he fails, the officer is to be dropped from the roll of the Navy; and in making provision for suspension and for re-examination it was clearly intended that a considerable time should elapse between the commencement of the date of the suspension and the time when he could be ordered for re-examination.

In view of these considerations, I am of opinion that the words in the statute "shall be suspended from promotion for one year, with corresponding loss of date," etc., do not mean that the loss of date shall necessarily be contemporaneous with the period of suspension, but that the loss of date shall correspond in length of time with the period of suspension. In this view, it seems to me, justice will be done to the officer, and to the evident intention of the statute, that he shall be retained in the service when his deficiency has been one that may be reasonably expected to be soon repaired. The year of loss of date by Lieutenant _____ will commence from January 22, 1880, but the period during which he will be suspended from promotion will commence on February 6, 1880. He will thus be only punished with a loss of date of one year in extent. The period of suspension will extend over an equal time, during which he will have an opportunity to repair the deficiencies that have been found to exist.

It is necessary, in this connection, to consider what will be the operation of this construction in regard to future events. For the period of the year of suspension Lieutenant _____ is out of the service so far as promotion is concerned. He cannot be promoted until February 6, 1881. When promoted, the date from which (assuming that he shall then have passed his examination) he is to take rank will be correctly stated by causing his rank to commence as of the date of January 22, 1881. As he is ineligible for promotion during the whole year commencing February 6, 1880, no vacancies should be kept open for him until that time arrives. Such vacancies as occur, the officers who are then eligible are entitled to fill, and it is the obvious intention of Congress that such positions shall be filled, as they are created not for the benefit of officers but for the needs of the public service. As his loss of date is only to be from January 22, 1880, when he is able thereafter to obtain promotion, his rank should be expressed as above stated in his commission. Undoubtedly, it is true that vacancies may not occur until many months after February 6, 1881; but of this Lieutenant _____ would have no just ground of complaint. The only period of suspension that the law has designated is terminated on February 6, 1881. If he is unable to be promoted at that time, or immediately thereafter, it is only the common case of an officer eligible for promotion, but for whom no vacancy is ready. It would be impossible, for his benefit, to extend the number of lieutenant commanders beyond that designated by the statute. In stating that he would be entitled to have rank, when he shall finally have been promoted, as of the date of January 22, 1881, I do not intend to be understood as intimating that he would be entitled to the pay of the higher grade from the ranking date in his commission. His case would not be that of the officer provided for by section 1362, Revised Statutes.

To answer your questions, then, directly, I reply to your first and third inquiries that no vacancy in the grade of lieutenant commander should be held open for the promotion of Lieutenant _____ which may occur previous to the expiration of the year of his suspension, and that he cannot be promoted into the next higher grade, if found qualified upon re-examination, at the expiration of his period of suspension, until a vacancy shall have occurred in that grade. His promotion is necessarily postponed until the occurrence of a vacancy in that grade by the law which limits the number of lieutenant commanders.

In answer to your second inquiry, I reply that the loss of date by Lieutenant ——— commences from January 22, 1880, the date from which he would have taken rank as lieutenant commander; and, as before stated, that the period of his suspension commences on the date of the approval of the findings of the Examining Board by the President.

Very respectfully, your obedient servant,

HON. R. W. THOMPSON,
Secretary of the Navy.

CHAS. DEVENS,
Attorney General.

GENERAL ORDER, No. 263.

February 24, 1881.

The President of the United States has this day, under the provisions of section 1478 of the Revised Statutes, conferred relative rank on civil engineers of the Navy, and fixed the same as follows:

- One with the relative rank of captain;
- Two with the relative rank of commander;
- Three with the relative rank of lieutenant commander;
- Four with the relative rank of lieutenant.

Civil engineers will take precedence in their corps, and with other officers with whom they hold relative rank, in accordance with the law regulating precedence of officers of the Navy.

N. GOFF, JR.,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 25.

February 25, 1881.

Hereafter the Quarterly Return of the number of the crew, &c., prescribed in Form No. 20, pages 228 and 229 of the Navy Regulations, shall be prepared and signed by the executive instead of the pay officer of the vessel, and approved by the commanding officer.

N. GOFF, JR.,
Secretary of the Navy.

GENERAL ORDER, No. 264.

March 2, 1881.

The following opinion of the Attorney General of the United States is published for the information of the Navy.

N. GOFF, JR.,
Secretary of the Navy.

DEPARTMENT OF JUSTICE,
Washington, February 25, 1881.

SIR: Your letter of the 12th ult. submits to me a question which has arisen as to the application of the concluding clause of section 1486, Revised Statutes, to certain officers of the line in the Navy, who were promoted by selection under the provisions of the "Act to define the number and regulate the appointment of officers in the Navy, and for other purposes," approved July 25, 1866. (14 Stat., 222.)

The first section of this act enlarged the number of line officers in the higher grades of the Navy, created original vacancies in each grade above that of lieutenant, and provided that appointments to fill such vacancies be made as follows: "That the increase in the grades authorized by this act shall be made by selection from the grade next below of officers who have rendered the most efficient and faithful service during the recent war, and who possess the highest professional qualifications and attainments."

The vacancies thus created were, accordingly, filled by the selection and advancement of officers, without regard to seniority, from the grade below the one to which they were promoted.

As an illustration of the operation of the first section of this act, your letter cites the cases of two officers whose relative positions on the Navy list were affected by the promotions made by selection, in conforming with its provisions, viz: Richard L. Law, who entered the service February 17, 1841, stood, at the date of said promotions, No. 7 on the list of lieutenant commanders, was not among those selected and promoted under the act. Francis M. Ramsay, who entered the service October 5, 1850, stood, at the date of said promotions, and when selected for advancement under the act referred to, No. 77 on the list of lieutenant commanders; and, when said promotions were completed, he stood No. 90 on the list of commanders, while Lieutenant Commander Law stood No. 2 in his original grade (lieutenant commander). Since that time, by promotion in due course, these two officers have attained the rank of captain, Captain Ramsay being the senior by date of commission.

Your letter requests my opinion upon the question whether, in estimating the length of service of Captains Ramsay and Law, for the purpose of determining their precedence with officers of the staff corps holding the relative rank of captain (under the provisions of sections 1485-86, Revised Statutes), the former should be considered as having been advanced in numbers on the Navy Register, and gained length of service accordingly, or the latter be considered as having lost numbers and length of service accordingly.

The object of the act of 1866 was, by an increase of rank in connection with an increase of numbers in certain grades in the Navy, to compensate officers who had rendered special meritorious service. This was not to be done by inflicting any injury upon officers who had been less fortunate perhaps in their opportunities, but by conferring promotion upon certain officers, which would incidentally in almost all cases operate also to benefit officers not actually advanced. Thus, in the case stated in your letter, while Lieutenant Commander Law was not nominally advanced, he was actually advanced by the promotions made, so that, instead of standing 7th on the list of lieutenant commanders, he stood 2d on that list when they were completed. When officers were advanced in numbers it was necessary, in determining their relative rank with other grades of the Navy, that they should also be treated as having constructively gained length of service to a sufficient extent to place them above the officers over whom they were thus advanced. But in no case did the officer over whom they were

thus advanced lose anything in the length of service which he had actually rendered. The proceeding itself was one of advancement strictly, and in no case operated to degrade any officer or deprive him of anything which he had already obtained by length of service. Cases might be supposed in which it might do him incidental injury by placing above him an officer who stood below him; but his own position with reference to all grades of the Navy would be that which it originally was. When, therefore, by section 1486, Revised Statutes (act of March 3, 1871, c. 117, s. 10, 16 Stat., 537), provision was made for regulating the relative rank of the staff corps and line, no officer in the line would be found to have lost anything of his actual length of service. A constructive length of service was necessary to be attributed to the officers who had been advanced to a higher number above him in the same grade, or to a higher grade. It is true the expression of the last clause of section 1486 is that "officers who have been advanced or lost numbers on the Navy Register shall be considered as having gained or lost length of service accordingly." Whether this phrase is intended to use the words "gained" and "lost" as terms which are the converse of each other, and refers to such incidental loss as occurs by change in relative position between two officers, or whether the expression "lost length of service" is to be considered as referring to those officers who may have been degraded (as by sentence of court-martial), it is not necessary now to determine. It seems to me quite clear that this clause cannot receive a meaning in connection with the facts stated by you that would in any way operate as a degradation of the officer over whom another had been promoted, or to deprive him of a right already acquired by honorable length of service.

In estimating, therefore, length of service for the purpose of determining their precedence with officers of the staff corps, I would say, in direct answer to your inquiry, that the officer promoted will be considered as having gained length of service according to his promotion, but that the other officer will not be considered as having lost anything in length of service, the effect of the promotion upon the latter officer being purely an incidental one.

Very respectfully, your obedient servant,

CHAS. DEVENS,
Attorney General.

HON. NATHAN GOFF, JR.,
Secretary of the Navy.

Circular relating to the Enlistment of Boys in the U. S. Naval Service.

March 15, 1881.

The Circular of May 31, 1879, relating to the enlistment of boys in the U. S. naval service, is hereby rescinded, and the following substituted, in accordance with the amendments to the Revised Statutes of the United States, approved February 23, 1881, to wit:

"SECTION 1418. Boys between the ages of fourteen and eighteen years may be enlisted to serve in the Navy until they shall arrive at the age of twenty-one years, &c., &c."

"SECTION 1419. Minors between the ages of fourteen and eighteen years shall not be enlisted for the naval service without the consent of their parents or guardians."

"SECTION 1420. No minor under the age of fourteen years, no insane or intoxicated person, and no deserter from the naval or military service of the United States shall be enlisted in the naval service."

These boys will be sent on board of suitable vessels, to be trained for the naval service, under the following regulations:

Each boy previous to being enlisted must satisfy the Examining Board of Officers—

That he is of robust frame, intelligent, of perfectly sound and healthy constitution, free from any physical defects or malformation, and not subject to fits.

That he is able to read and write.

In special cases where the boy shows a general intelligence, and is otherwise qualified, he may be enlisted, notwithstanding his reading and writing are imperfect.

That his height and measure are sufficient, being as follows:

Age.	Height.	Weight.	Chest measurement— breathing naturally.
Fourteen to fifteen.....	4 feet 9 inches.....	70 pounds.....	26 inches.
Fifteen to sixteen.....	4 feet 11 inches.....	80 pounds.....	27 inches.
Sixteen to seventeen.....	5 feet 1 inch.....	90 pounds.....	28 inches.
Seventeen to eighteen.....	5 feet 2 inches.....	100 pounds.....	29 inches.

Each boy upon presenting himself for enlistment must be accompanied by his father, or by his mother in case the father be deceased, or by his legally appointed guardian in case he has no father nor mother, their signature being required on the Shipping Articles to perfect the enlistment.

The parent or guardian, however, who by reason of distance, infirmity, or other causes, cannot accompany the son or ward to the place of enlistment, will be furnished, on written application to the commanding officer of either of the vessels upon which enlistments are made, with duplicates of a printed form of declaration, oath, &c., by which the enlistment will be perfected, should the boy be accepted by the Board of Examining Officers.

No allowance can be made for traveling expenses, whether accepted or not.

The Board of Examining Officers will consist of the captain, a line officer, and the senior medical officer of the vessel.

If the examining officers are of the opinion that the boy is in every respect fit for the service, the engagement to serve continuously in the service until twenty-one years of age is to be read and explained to him, and if he voluntarily agrees to its terms, he is then, in the presence of a witness, to sign the agreement and be enlisted.

The examining officers will fill up the form and certificate attached to the engagement, and transmit it to the Department.

The education of the boys will comprise the elements of an ordinary English education, alternating with practical seamanship and other nautical occupations designed to make proficient sailors in the Navy.

The prime object is to place in the naval service, with the consent of their parents, good and deserving boys who will elevate its standard, and make the Navy more reliable as an arm of the national defence. Boys who have been convicted of crime cannot, therefore, be received, as it is not advisable that they should become the associates of the better class.

The boys will be enlisted as third-class boys, at the rate of \$9.50 per month and one ration. While serving on the training-ships, they may, if deserving, be promoted to the rating of second and first-class boys, at the pay of \$10.50 and \$11.50 per month, respectively, and on cruising vessels will be entitled to higher ratings, at the discretion of their commanding officers, as a reward of proficiency and good conduct.

They will be furnished an outfit of clothing, the cost of which will be charged to their respective accounts, or the parents may purchase the necessary outfit from the paymaster of the ship and give it to their sons.

Boys enlisted to serve until twenty-one years of age will not be permitted to allot any part of their pay to parents or guardians until they shall have thirty (30) dollars due them on the account books of the ship.

At the discretion of the commanding officer, they may be allowed to draw from their accounts one dollar a month for pocket money, and also be permitted to go on shore on liberty, if out of debt.

They will be transferred to sea-going vessels as they become proficient, accompanied by the certificate of their commanding officer as to their conduct and qualifications.

If recommended for honorable discharge upon the expiration of their enlistments, they will receive continuous-service certificates, which, upon re-enlistment within three months from the date thereon, will entitle them to three months extra pay of their rating when discharged, and also to an addition of one dollar per month to their pay during such re-enlistment.

Boys will not be discharged from the service until they have reached twenty-one years of age, except upon a medical survey, inaptitude for the service, or for misconduct.

Those injured in the service, or having contracted a disease in the line of duty, will be entitled to the benefits of a pension.

These boys will be under the immediate supervision of the Bureau of Equipment and Recruiting, Navy Department, and applications for enlistment will be made to the Chief of that Bureau, or to the commanding officer of either of the following named ships, viz: U. S. S. "New Hampshire," Coasters' Harbor Island, near Newport, R. I.; U. S. S. "Wabash," Navy Yard, Boston, Mass.; U. S. S. "Colorado," Navy Yard, N. Y.; U. S. S. "St. Louis," Navy Yard, League Island, Phila.; U. S. S. "Passaic," Navy Yard, Washington, D. C., and such other vessels as may from time to time be designated for this service.

The boys will be sent to the U. S. Training-ship "New Hampshire," at Coasters' Harbor Island, as soon after enlistment as practicable.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 265.

March 23, 1881.

The Department is gratified to publish, with commendation, in a general order, the following order of the Superintendent of the Naval Academy, reporting the humane and noble conduct of Cadet Midshipman Timothy S. O'Leary, in rescuing from drowning, on the 6th of February last, two small boys who had broken through the ice in the Severn river, Maryland.

WILLIAM H. HUNT,
Secretary of the Navy.

[ORDER No. 88.]

U. S. NAVAL ACADEMY,
Annapolis Md., February 14, 1881.

The Superintendent takes great pleasure in bringing to the notice of the cadets the highly commendable action of Cadet Midshipman T. S. O'Leary, of the 3d class, who, on the afternoon of the 6th instant, upon observing from his room two small boys break through the ice, about forty feet from the ferry landing, rushed

from the building, without a moment's hesitation, and plunged into the water and succeeded in rescuing the little fellows from their perilous situation. For such bravery, performed at the risk of life, Cadet Midshipman O'Leary deserves the hearty congratulations of his comrades, and makes it the pleasant duty of the Superintendent to publicly express his approbation of his gallant conduct in general order at "parade."

GEO. B. BALCH,
Rear-Admiral, Superintendent.

GENERAL ORDER, No. 266.

March 25, 1881.

The Department takes great pleasure in recognizing, in a general order, the heroism of Cadet Midshipman Joseph Beale, of the United States Navy, whose gallant conduct has been reported to it by Rear-Admiral Clitz, commanding the U. S. naval force on the Asiatic Station, in a dispatch dated the 28th of October last, accompanied by a communication from Commander Sampson, commanding the U. S. steamer Swatara, to which Cadet Midshipman Beale was attached.

These reports show that Cadet Midshipman Beale, at the imminent risk of his own life, jumped overboard from a passenger steamer, which was at the time going at full speed, in the waters of Japan, and swam to and rescued from drowning a warrant officer of the United States Navy, who had fallen overboard from that steamer.

The humanity, bravery, and endurance of this young officer are of the highest order, and give promise for him of a useful career in the naval service.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 267.

March 28, 1881.

The following act of Congress is published for the information of all concerned.

WILLIAM H. HUNT,
Secretary of the Navy.

AN ACT to amend section fourteen hundred and eighty-six of the Revised Statutes in order to preserve the meaning of the original law from which it was taken, with reference to the rank of engineer officers, graduates of the Naval Academy.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section fourteen hundred and eighty-six of the Revised Statutes of the United States be amended by inserting after the word "accordingly," at the end of the section, the words "*Provided*, That nothing in this section shall be so construed as to give to any officer of the staff corps precedence of, or a higher relative rank than that of, another staff officer in the same grade and corps, and whose commission in such grade and corps antedates that of such officer."

Approved, March 3, 1881.

GENERAL ORDER, No. 268.

April 2, 1881.

Hereafter all payments for mileage will be made only at the Navy pay offices at New York, Washington, Philadelphia, Boston, San Francisco, Baltimore, and Norfolk, upon presentation of the *original* orders. Officers ordered to foreign stations who fail to receive their mileage for travel before leaving the United States must transmit their claims to the Fourth Auditor, accompanied by *original* orders.

WILLIAM H. HUNT,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 26.

April 11, 1881.

The undress uniform for officers of the Navy for official visits shall be as follows: Frock coats, epaulettes, cocked hat, sword and knot, full-dress belt, and full-dress trowsers.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 269.

April 29, 1881.

The steamer recently purchased for the Jeannette search expedition, and formerly known as the "Mary and Helen," will hereafter be known as the "RODGERS." Under this name she will be designated, and will be so registered in the Navy Department.

This name is given her in recognition of the valuable aid rendered the Department by Rear-Admiral John Rodgers, as president of the Jeannette Relief Board, to whom were referred the direction of the search, the means best adapted to the search, and the details of the expedition. It is also deemed a proper tribute to his eminent reputation as an officer of the Navy and a distinguished explorer in the Arctic seas.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 270.

May 9, 1881.

Vessels of the Navy stationed or employed at any port or along any portion of the coasts of the United States, including Alaska, will not be considered as special surveying vessels for such ports or coasts, and all surveys executed, incidentally to other duty in such ports or along such coasts, shall be forwarded for publication to the Superintendent of the Coast and Geodetic Survey, who will, as always heretofore, give due and full credit in such publications to all parties concerned.

Surveys and examinations of the unknown parts of our coast in Alaska, incidental to other regular duties of naval vessels, are to be encouraged.

The Bureau of Navigation and Hydrographic Office of this Department will publish no chart or charts of any harbor or portion of the coasts of the United States, including Alaska, except general route charts, on small scales, of such portions of said coasts as are included between the territories of other countries, or are immediately adjacent thereto.

No officer of the Navy shall change the name of, or give a new name to, any island, point of land, rock, shoal, or other natural object along the coasts of the United States, without referring the subject in official form to the Superintendent of the Coast and Geodetic Survey, who, by virtue of his office, is necessarily the umpire in all such cases.

Every survey of any harbor or portion of the coasts of the United States, including Alaska, now in the possession of, or in course of preparation by, the Bureau of Navigation or the Hydrographic Office, will be forwarded to the Superintendent of the Coast and Geodetic Survey for publication; and a complete list of all names which during the past five years have been or hereafter may be proposed to be changed, with the names proposed to be substituted, and also such as have been or may hereafter be proposed for or given to supposed nameless localities during the same period, or in the future, will be sent to said Superintendent, who will give due consideration to all the conditions of each case and do full justice to all parties concerned.

The Superintendent of the Coast and Geodetic Survey has, by law, charge and direction of the "Survey of the Coasts of the United States," therefore all charts of the coasts of the United States, or of any portion thereof, must be issued under his direction.

The custom of the Coast and Geodetic Survey is to preserve established names in whatever language they may be, and no change should be made without the knowledge of the Superintendent of the Coast and Geodetic Survey.

These orders do not apply to surveys made outside the limits of the United States, although it is not advisable to change the names of places already laid down on charts, as it tends to confuse navigators.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 271.

May 11, 1881.

The training vessels of the service having been brought together for the first time under one uniform system, the following order will be observed:

I. Hereafter no apprentices will be transferred from the training-ships to the regular ships of the Navy until such apprentices have been at least twenty months in the training-ships; and not even then unless they are found able to perform the general duties of ordinary seamen.

II. None of the apprentices shall be transferred from the training-ships until the latter part of October next. The vessels will go into winter quarters after their annual inspection. By delaying until then it is expected that a first rate class of boys will be transferred to the ships fitting out.

III. The commanding officer of the training squadron will judge of the time when a boy is fit for transfer to the regular Navy, and when he has a class of boys ready for transfer to the naval service he will notify the Chief of the Bureau of Equipment and Recruiting, who will direct the transfer to such vessels as may require such boys.

WILLIAM H. HUNT,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 27.

June 15, 1881.

Paragraphs 43 and 44, Chapter VI, of the U. S. Navy Regulations of 1876, are repealed, and the following substituted for them:

Women shall not be allowed to reside on board vessels of the United States Navy in commission for sea-service; nor shall they be taken as passengers on such vessels under any circumstances.

WILLIAM H. HUNT,
Secretary of the Navy.

CIRCULAR No. 18.

June 23, 1881.

All previous circulars of this Department, in relation to shipments of public freight to and from California, over the land-grant and bonded railroads, are annulled, and officers of the Navy and Marine Corps will be governed by the following instructions in making such shipments:

When a shipment is to be made, the articles will be properly packed for transportation, appropriately marked, and placed in charge of the nearest officer of the Quartermaster's Department who may be designated for this duty by the Secretary of War, who, at the request of the proper officer of this Department, will ship them through to their destination, and make up accounts for the same, to be forwarded, through the War Department, to the Navy Department for payment.

No payments are to be made, directly or indirectly, by officers of the Navy or of the Marine Corps for freight shipped, on account of the Government, over any of the land-grant or bonded railroads; nor will such officers make arrangements with, or conditional purchases from, private parties, involving the shipment of articles for the public service by such parties over these railroads, and the subsequent payment by the Government of the freight charges on them.

These regulations are not to forbid the shipping of articles by express, and the payment of the charges involved, when the exigencies of the public service require them to be so sent.

The land-grant and bonded railroads referred to are—

Union Pacific, Council Bluffs to Ogden, 1,033.46 miles

Central Pacific, Ogden to San José, *via* Niles, 865.66 miles.

Kansas Pacific, Kansas City to Denver, 638.6 miles.

Central Branch Union Pacific, Atchison to Waterville, 100 miles.

Sioux City and Pacific, Sioux City to Fremont, *via* California Junction 101.77 miles.

WILLIAM N. JEFFERS,
Acting Secretary of the Navy.

GENERAL ORDER, No. 272.

June 28, 1881.

With a view to the further development of the training system, the following additional regulations will be put in force:

I. Apprentices who have been discharged with a continuous-service certificate as seamen, and who shall re-enlist for five years within three months after such discharge, may be admitted to the gunnery school for instruction in gunnery.

II. The gunnery school will be established on board such vessel or vessels connected with the training station as may be hereafter designated, and will be termed the gunnery-ship. To be eligible for admission into this school, the candidate must be over twenty-one years of age and not over twenty-five. His record of conduct must be unexceptionable. He must pass a first class examination as seaman, be able to read and write fluently, and be familiar with ordinary broadside drill.

The course in gunnery shall last at least six months, and shall include progressive instruction at the different duties and stations of gun-numbers in the various crew formations adopted for general service—the duties of the gun-captain; construction and storage of magazines and shell-rooms; names and uses of the various kinds of projectiles, fuzes, primers, &c., and of all the implements used in ordinary service work by the gunner's gang. In addition to proficiency in practical work, the candidate for a certificate must show his ability to station and exercise an uninstructed gun crew, and obtain a certain degree of excellence in target firing.

In small-arms he must know the use and care of such small-arms or machine-guns as are supplied to the general service, with the principles of ordinary formations and manual of small-arms.

The course of instruction will also include broadsword, boxing and fencing, and the use of the diving apparatus (elective), and practical drill in laying out and handling torpedoes.

III. Seamen who have successfully passed through the prescribed course will be given certificates as *seamen-gunners*, and a pay of twenty-four dollars (\$24) per month.

IV. Seamen-gunners will be eligible to the rates of coxswains, captains of the tops, &c., at the current rates of pay. They will be deprived of their certificates as seamen-gunners only by sentence of a general or summary court-martial.

V. Every ship carrying heavy guns will be allowed one (1) seaman-gunner to each two (2) broadside guns, and one (1) to each pivot-gun, as gun-captain.

VI. Commanders of vessels returning from a cruise, and having seamen apprentices on board, will, immediately upon their arrival in a port of the United States, prepare and forward to the Bureau of Equipment and Recruiting a list of such apprentices as may be eligible for admission into the gunnery school.

VII. The Bureau of Equipment and Recruiting will grant all seamen apprentices returning from a cruise the usual leave of absence, and, at the expiration of their leave, those who have been recommended will be ordered to the officer commanding the training station for instruction.

VIII. Seamen apprentices who have returned from a cruise, and who have not attained their majority, will, after the expiration of their leave, be sent to the training school to serve out their unexpired terms of enlistment. When there, those properly qualified will follow a course to prepare them for subsequent admission to the gunnery school. Those who have more than six months to serve will be liable to transfer to cruising vessels.

IX. It is contemplated to have the positions of all gunnery petty officers filled, in time, exclusively by selection from among those who hold seamen-gunners' certificates, and to require candidates for warrants as boatswain or gunner to hold certificates as seamen-gunners.

WILLIAM H. HUNT,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 28.

July 25, 1881.

Paragraph 17, Chapter VI, of the U. S. Navy Regulations of 1876, is hereby amended so as to read as follows:

Gambling is prohibited on board the vessels and in the navy yards, and in all other places belonging to or under the control of the Navy Department.

WILLIAM H. HUNT,
Secretary of the Navy.

CIRCULAR.

August 11, 1881.

The accompanying blank form of voucher for payments on account of official postage and telegrams will hereafter be adopted by disbursing officers of the Navy.

Disbursement for these objects will not be charged to the appropriation "Contingent Navy" unless on business or duty pertaining to the office of the Secretary of the Navy.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 273.

August 18, 1881.

To insure uniformity in the drills of the U. S. marines, commanding officers of vessels coming into any of our ports where there are marine barracks will land their marines and have them exercised, in company with the guard on shore, twice a week.

If there is any duty on ship-board to prevent this order being carried out, the commanding officer will report the same to the Department.

WILLIAM H. HUNT,
Secretary of the Navy.

CIRCULAR No. 19.

August 23, 1881.

I. No enlisted man or enlisted boy in the naval service of the United States shall be discharged from such service, except for cause, before the expiration of the term of his enlistment or engagement. Applications for discharge by a party himself, or by others in his behalf, must be made to the commanding officer of the ship, vessel, station, or navy yard in which the person desiring such discharge may at the time be serving; and such officer shall report his recommendation to the Department for its approval.

II. No commanding officer is authorized to recommend the discharge of any enlisted man or boy upon merely the request or entreaty of such man or boy, his parents, friends, relatives, or others. Recommendations resting solely upon such considerations will be disregarded by the Department.

III. Applications from Senators and members of the House of Representatives, and others in authority, and from relatives and friends of persons in the naval service, for the discharge of any enlisted man or boy will not be acted upon by the Department, except after they have been referred to and reported upon by the commanding officer or superior in authority under whom the person sought to be discharged is serving at the time.

IV. The exigencies of the service, and the numerous applications for discharges daily pouring into the Department, render the inflexible observance of these rules necessary.

WILLIAM H. HUNT,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 29.

September 1, 1881.

So much of U. S. Navy Regulation Circular No. 21, issued January 10, 1880, as purports to confer relative rank on clerks to pay officers of the Navy is revoked.

The uniform of clerks to pay officers of the Navy will be the same as it was prior to Regulation Circular No. 21.

WILLIAM H. HUNT,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 30.

October 24, 1881.

From and after the 1st of January next pay officers of the Navy will forward, with their quarterly accounts to the Fourth Auditor of the Treasury, receipts for all clothing, small stores, and money issued to enlisted men who have deserted or died during the quarter, said receipts to show in *writing* the total amount issued in each case, and to be signed by the officer who witnessed the issue, and approved by the commanding officer of the vessel, as required by paragraph 16, page 76, of the Navy Regulations.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 274.

November 1, 1881.

The following opinion of the Attorney General of the United States is published for the information of the Navy.

WILLIAM H. HUNT,
Secretary of the Navy.

DEPARTMENT OF JUSTICE,
Washington, D. C., June 17, 1881.

SIR: Your letter of the 12th of April last, enclosing a communication from B. F. Chandler and others, civil engineers in the Navy, requests my opinion upon the following questions:

"1. Are civil engineers of the Navy officers in the Navy, or civil officers connected with the Navy?
"2. If it be held that civil engineers are officers in the Navy, are they entitled to be retired from active duty and placed on the retired list, under the provisions of law regulating the retirement of officers of the Navy?"

In submitting these questions you state that prior to the act of March 2, 1867, civil engineers were appointed by the Secretary of the Navy, and that since then, under authority of that act (section 1413, Revised Statutes) they have been commissioned by the President, by and with the advice and consent of the Senate; that they were appropriated for as part of the civil establishment at the several navy yards and stations, under the control of the Bureau of Yards and Docks, until 1870, when their pay was regulated by the 3d section of the act of July 15 of that year (section 1556, Revised Statutes), fixing the annual pay of officers of the Navy on the active list; and that appropriations for their pay have been made since 1870 under the head of "Pay of the Navy."

You further state that the authority of the President, under the act of March 3, 1871, chapter 117 (section 1478, Revised Statutes), "to determine and fix the relative rank of civil engineers," was not exercised until the 24th of February last, when their rank was, by him, fixed as follows: One with the relative rank of captain, two with the relative rank of commander, three with the relative rank of lieutenant commander, and four with the relative rank of lieutenant; which action was promulgated by a General Order issued by the Secretary of the Navy on that day.

The appointment of civil engineers is now regulated by section 1413, Revised Statutes, which provides that "the President, by and with the advice and consent of the Senate, may appoint a civil engineer and a naval store-keeper at each of the navy yards where such officers may be necessary." Referring to this provision, Attorney General Devens, in an opinion dated November 18, 1878 (16 Opn., 203), remarks that it "indicates that the appointment is to some extent a local one, and that the appointee cannot be a naval officer in the full sense of the term." However, on examining section 1480, Revised Statutes, as amended by the act of February 27, 1877, chapter 69, I find that civil engineers there appear to be distinctly recognized by Congress as one of the "staff corps of the Navy." Thus that section, as amended, declares that "the grades established in the six preceding sections for the *staff corps of the Navy* shall be filled," etc. One of the "six preceding sections" is section 1478, which provides for fixing the relative rank of civil engineers. These officers are plainly included among those contemplated by the amended section 1480 as belonging to the "staff corps of the Navy." Viewing, then, this legislation in connection with that to which you refer, I am led to the conclusion that the civil engineers

in the naval service must be regarded as a staff corps of the Navy—that they are “officers in the Navy,” possessing (under the recent order made pursuant to section 1478, cited above) defined relative rank as such with other officers in the Navy, and are not merely “civil officers connected with the Navy.”

The next inquiry is, are they within the law providing for the retirement of naval officers from active service? Originally, under the act of February 28, 1855, chapter 127, and its supplements, only line officers of the Navy were authorized to be retired; that is to say, placed on a list called in that act “the reserved list.” By the act of February 21, 1861, chapter 49, authority was given the President to retire medical officers of the Navy found permanently incapable of further service at sea. The act of August 3, 1861, chapter 42, made other and more enlarged provision for the retirement of both line and staff officers, which superseded the previous provisions on the subject; and additional provision was made by the act of December 21, 1861, by which “any naval officer” in the service, after he “shall have been borne on the Naval Register forty-five years, or shall be of the age of sixty-two years,” was to be retired. The two last-mentioned acts, as it would seem, were construed to extend generally to the line and staff officers, including among the latter chaplains, professors of mathematics, and naval constructors.

The law at present in force is contained in section 1443 *et seq.*, in chapter 3, title 15, Revised Statutes. The language of that and the following section—“Any officer of the Navy.” “Any officer below the rank of vice-admiral”—embraces by its generality officers in the several staff corps of the Navy as well as officers in the line. So, likewise, the words “any officer,” in section 1448. The provisions of these sections (it is deemed unnecessary to particularize others) are not less comprehensive than those which were previously in force. If civil engineers constitute, as I think they do, a staff corps of the Navy, these officers fairly come within the terms and scope of this legislation. I am accordingly of opinion that they may be retired thereunder from active service and placed on the retired list of the Navy.

I am, sir, very respectfully,

WAYNE MACVEAGH,
Attorney General.

HON. WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 275.

November 1, 1881.

The following opinion of the Attorney General of the United States is published for the information of the Navy.

WILLIAM H. HUNT,
Secretary of the Navy.

DEPARTMENT OF JUSTICE,
WASHINGTON, D. C., August 11, 1881.

SIR: I have the honor to reply to the question submitted to me in your favor of August 6, 1881, as to the claim of Passed Assistant Paymaster Jonathan Q. Barton, U. S. Navy, for advancement on the list of officers of the Pay Corps, under the provisions of section 1412 of the Revised Statutes.

In deference to your wishes, I have reconsidered the question submitted by Mr. Barton, and have carefully examined the argument enclosed by you in support of the position assumed by him, but I cannot forbear saying that if any question ought to be considered as settled as between the Executive Departments of the Government, the proper construction of section 1412 of the Revised Statutes is certainly within that category.

The true meaning of the provision in question was first considered by Attorney General Williams in the case of Lieutenant Commander Dyer, and his opinion was rendered March 3, 1873, in a letter to your predecessor, Secretary Robeson. It was again considered by Attorney General Williams at the instance of the Treasury Department, and an opinion upon it rendered June 24, 1874. It was again brought for review before my immediate predecessor, and an elaborate opinion upon the subject was rendered by him June 12, 1878.

These several opinions are in entire agreement upon the question raised in your communication to me. They declare that the provision in question was designed to give the transferred officers the free benefit of their former sea-service, in so far as it might go to complete the period of such service required in their respective grades previous to examination for promotion, and in so far as it ought properly to be taken into account in the matter of assignment to duty, and that it conferred no advantages beyond these.

It necessarily follows, as Attorney General Devens decided, that a volunteer officer transferred to the regular Navy is not entitled to hold a commission dated as of the date of his volunteer commission, but that he must take his place upon the register according to the rank given him by his commission as an officer of the regular Navy.

In this construction of the provision in question I entirely concur, and I therefore advise you that Mr. Barton's claim of a position in the regular Pay Corps above all officers in that corps who entered the regular service after June 2, 1864, is invalid and should not be allowed.

I return herewith the papers which you enclosed to me.

Very respectfully, your obedient servant,

WAYNE MACVEAGH,
Attorney General.

HON. WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 276.

November 1, 1881.

The Department takes great pleasure in publishing, in a general order, the annexed report of Commander George B. White, commanding the United States steamer “Kearsarge,” of the gallant conduct of Cadet Midshipman John B. Bernadon and of Ordinary Seaman Robert Sweeney, in saving the life of E. M. Christoverson, a seaman of that vessel.

The brave and successful efforts of this officer, and of Ordinary Seaman Sweeney, are highly appreciated, and a medal of honor, such as is provided for acts of heroism of enlisted men in the Navy, will be prepared for the latter.

WILLIAM H. HUNT,
Secretary of the Navy.

U. S. S. KEARSARGE (THIRD RATE),
HAMPTON ROADS, VA., October 27, 1881.

SIR: It affords me a great deal of pleasure to report to the Department the gallant conduct of Cadet Midshipman J. B. Bernadon, U. S. Navy, and Robert Sweeney, ordinary seaman, in saving the life of E. M. Christoverson, a seaman on board this vessel. About five o'clock p. m. on October 26th, this vessel being at anchor in Hampton Roads, a strong tide running and considerable sea, Christoverson fell overboard from the lower boom Jacob's ladder. He could not swim, and almost immediately commenced going under. Sweeney, without a moment's hesitation, jumped overboard to his assistance. Christoverson, in his struggles, carried Sweeney down with him; the latter, breaking away from the drowning man, returned to the rescue, and was again carried under by Christoverson. Cadet Midshipman Bernadon then sprang overboard to Sweeney's assistance, and, a line having been thrown to them, they succeeded in getting Christoverson on board. It was a brave, plucky act on the part of Cadet Midshipman Bernadon and Ordinary Seaman Sweeney, and to their bravery and prompt action we owe the life of one of our crew. I respectfully commend them to the consideration of the Navy Department.

Very respectfully, your obedient servant,

G. B. WHITE,
Commander, commanding.

Hon. WILLIAM H. HUNT,
Secretary of the Navy,
Washington, D. C.

GENERAL ORDER, No. 277.

November 17, 1881.

The attention of commanding officers of naval vessels is called to the regulations regarding the employment of pilots, and to the fact that their services are authorized *only when necessary*.

Commanding and navigating officers are expected to pilot their vessels under ordinary circumstances, and where such duty is not specially difficult.

Hereafter, upon all vouchers for payment of pilots, the commanding officer will certify that the services of a pilot were thought necessary, and that he did not consider himself justified in running his ship without.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 278.

November 28, 1881.

Commandants of navy yards, commanders of squadrons, and commanding officers of ships serving singly, will hereafter send all reports, letters, and telegrams relating to the movements of vessels of the Navy to the Chief of the Bureau of Navigation and Office of Detail, who will, in addition to his present duties, keep a record of their position and destination, and will prepare for the signature of the Secretary such orders and instructions upon these points as may be necessary. All orders or regulations conflicting with this order are hereby rescinded.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 279.

December 2, 1881.

The following decision of the Acting Postmaster General is published for the information and observance of officers of the Navy and Marine Corps.

WILLIAM H. HUNT,
Secretary of the Navy.

"The 29th section of the act of March 3, 1879 (Postal Laws and Regulations, section 251), extending to all officers of the United States Government the provisions of the sections numbered 249 and 250, Postal Laws and Regulations, for the transmission of official mail matter, requires all officers who are not departmental in their character to use envelopes which bear the appropriate indorsements, containing the name of the office from which the same are transmitted, with a statement of the penalty for their misuse; and the use of the envelopes must be absolutely restricted to official mail matter transmitted between officers of the United States or between any such officer and either of the Executive Departments or officers of the Government.

"The signature of the officer and his official title is not a compliance with the law; the name of the office from which they are transmitted must also be given on the envelope."

GENERAL ORDER, No. 280.

December 15, 1881.

Every officer of the Navy visiting Washington will, within twenty-four hours after his arrival, register his name and city address at the Office of Detail, Navy Department.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 281.

December 16, 1881.

General Order No. 272 is modified as follows:

Apprentices who have re-enlisted under continuous-service certificates for *three years* may be admitted to the gunnery-ship for instruction, subject to the conditions of paragraph II in the said order. When they shall have successfully passed the prescribed course they will receive certificates as seamen-gunners, and pay at the rate of \$26.50 per month.

The pay of seamen-gunners who re-enlist for three years will be \$33.50 per month in addition to the longevity allowance due to the continuous-service certificate, provided that the seaman-gunner shall pass a satisfactory examination (on board the gunnery-ship if practicable), and shall have received, during his service afloat, the favorable report of his commanding officer.

No seaman-gunner shall receive the increased pay of \$33.50 until he has served, as such, at least two years on board a sea-going vessel.

Seamen-gunners may be required to perform the duties of any petty officer, with the pay of that rating, if higher than their own.

Such portions of General Order No. 272 as are not affected by this order will remain in force.

WILLIAM H. HUNT,
Secretary of the Navy.

CIRCULAR No. 20.

December 22, 1881.

In consequence of the numerous and increasing applications for the discharge of enlisted men of the Marine Corps, made by Senators and Representatives in Congress, and others, the Department feels constrained to say that no such application can be favorably entertained, in the present condition of the service, unless the application be based upon such strong grounds as would entitle the applicant to be discharged on account of mental or bodily disability.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 282.

January 6, 1882.

The following opinion of the Attorney General of the United States is published for the information of the Navy.

WILLIAM H. HUNT,
Secretary of the Navy.

DEPARTMENT OF JUSTICE,
WASHINGTON, D. C., February 25, 1881.

SIR: Your letter of January 25 submits to me the claim of Howard E. Ames, a passed assistant surgeon in the Navy, that he has been unlawfully deprived of his original relative position in the Medical Corps, by reason of the action taken upon the result of his examination for promotion.

The facts in his case are as follows:

Dr. Ames was appointed assistant surgeon in the Navy April 10, 1875, and assigned a position (No. 8) in the class of assistant surgeons appointed during that year, which class was arranged according to date of appointment of the members thereof.

Under the law and regulations of the Navy assistant surgeons are entitled to examination for promotion after three years' service. The class of 1875, having completed three years' service in the grade of assistant surgeon in 1878, were, as required by law, examined as to their qualifications for promotion to the grade of surgeon.

At the conclusion of the examination of the officers of that class, Dr. Ames, with others who were found qualified for promotion, was assigned a position on the list of passed assistant surgeons according to relative merit as ascertained and reported by the Board of Examiners, and now occupies the relative position on the list of passed assistant surgeons which was assigned him in accordance with the finding and recommendation of the Board of Examiners, upon competitive examination.

The practice of the Department requiring competitive examinations to determine the relative position of medical officers of the Navy preparatory to promotion to the grade of surgeon, which originated prior to the act of May 24, 1828 (sections 1370 and 1371 of the Revised Statutes), was recognized and confirmed by a clause in the act of Congress, approved March 3, 1835, which is embodied in the Revised Statutes, as follows: Section 1372. "When any assistant surgeon was absent from the United States, on duty, at the time when others of his date were examined, he shall, if not rejected at a subsequent examination, be entitled to the same rank with them; and if, from any cause, his relative rank cannot be assigned to him, he shall retain his original position on the Register."

The system of competitive examinations to determine the relative merit of assistant surgeons preliminary to promotion, and thus to define their rank by seniority, has, under this authority of law, been continued to the present time; and the uniform practice of the Navy Department has been to assign to the members of each class of assistant surgeons, examined and found qualified for promotion, positions in accordance with their relative standing, as determined and reported by the Board of Medical Examiners.

You request my opinion upon the following question:

"Is the custom and practice of this Department, requiring competitive examinations of assistant surgeons preliminary to promotion, and assigning them positions on the Navy Register in the order of relative merit as ascertained and reported by the Board of Examiners, authorized by existing law and regulations?"

The construction adopted as to the clause in the act of Congress, approved March 3, 1835, has been so long practiced upon by the Navy Department, that I do not consider it necessary carefully to consider whether or not it was originally correct. Certainly there is much in the clause to countenance the system of competitive examination for the grade of passed assistant surgeon, and great and controlling weight must be attributed to the fact that those charged with the duty of executing the statutes have given to it their sanction, which should not be overruled without cogent reasons.

Were this the only statute upon the subject I should, therefore, be of opinion that the system as now adopted in the Navy was in accordance with the provisions of law.

It is necessary, however, to consider some additional legislation.

The act of March 3, 1871, chapter 117, section 10, 16 Statutes, 536, is as follows:

"That the foregoing grades (the Medical Corps being included), hereby established for the Staff Corps of the Navy, shall be filled by appointment from the highest numbers in each corps, according to seniority, and that new commissions shall be issued to the officers so appointed, in which commissions the titles and grades herein established shall be inserted; and no existing commission shall be vacated in the said several Staff Corps, except by the issue of new commissions required by the provisions of this act, and no officer shall be reduced in rank or lose seniority in his own corps by any change which may be required under the provisions of this act."

This section contemplated, it seems to me, by the use of the words "highest numbers in each corps, according to seniority," that the promotions should be by seniority, and not by competitive examination; and the provision that "no officer shall be reduced in rank or lose seniority," etc., contemplated also that, unless this provision were inserted, changes would be made in grades or numbers which had been theretofore fixed, which it was not the intention of Congress to disturb. This clause did not find its way into the original edition of the Revised Statutes, but is found in the second edition, section 1480. It was, however, re-enacted in the act of February 27, 1877, chap. 69, 19 Stat., 244, in the following terms:

"The grades established in the six preceding sections for the Staff Corps of the Navy shall be filled by appointment from the highest members in each corps, according to seniority; and new commissions shall be issued to the officers so appointed, in which the titles and grades established in said sections shall be inserted; and no existing commission shall be vacated in the said several Staff Corps, except by the issue of the new commissions required by the provisions of this section; and no officer shall be reduced in rank or lose seniority in his own corps by any change which may be required under the provisions of the said six preceding sections."

It will be observed that this is a substantial re-enactment, with the exception that the word "members" is used instead of "numbers," and the words "under the provisions of the said six preceding sections" are substituted for the words "under the provisions of this act." These changes, apparently, have no other object than to adapt the statute to its place in the revision. The effect of it is to adopt the rule of seniority in regard to promotions from one grade to another in the Staff Corps, the section 1480 including, among other corps referred to, the Medical Corps.

Your letter informs me that the relative positions in the Medical Corps of the Navy of all the officers of that corps now on the active list, above the grade of assistant surgeon, were determined after a competitive examination for promotion.

I will observe, however, that the statute last cited is prospective in its character, and is only to take effect from the date of its enactment. Its language contemplates that the rule prescribed by it may not have heretofore always been followed in reference to rank or seniority.

In direct answer to your question, I am of opinion that the custom and practice of the Navy Department requiring competitive examination of assistant surgeons and assigning them positions on the Navy Register, in order of relative merit as ascertained and reported by the Board of Examiners authorized by existing law and regulations, is not, under the present law, correct.

Having passed the necessary examination for promotion, the claim of Mr. Ames to be promoted according to seniority, is, in my opinion, well founded.

Very respectfully, your obedient servant,

CHAS. DEVENS,
Attorney General.

HON. NATHAN GOFF, JR.,
Secretary of the Navy.

GENERAL ORDER, No. 283.

January 6, 1882.

The Attorney General having advised that, since the passage of the act of February 27, 1877, chapter 69, amending section 1480 of the Revised Statutes, future promotions are, by law, required to be made by appointment from the highest members of the corps according to seniority, and not according to competitive examination, the names of the passed assistant surgeons will be arranged on the Register according to seniority, so as to indicate their relative rights to promotion.

The Department having been advised that the act of February 27, 1877, is not retroactive, this arrangement will not affect those officers in the grades of surgeon, medical inspector, and medical director, who have been heretofore appointed and commissioned as surgeons in the order of competitive examination.

The opinion of the Attorney General as to the grade of passed assistant surgeon produces the effect of restoring officers of that grade to the operation of the same law of promotion as prevails in every other branch of the service.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 284.

January 7, 1882.

The examination of seamen-apprentices who have returned from a foreign cruise has disclosed the fact that, in some instances, they have been retained in the same station during the entire cruise.

As a consequence, they exhibit but little knowledge of other parts of the ship, and of the duties pertaining to those parts.

Commanding officers of ships having apprentices on board will see that this error is hereafter avoided.

In all future inspections of ships returning from a cruise it will be the duty of the Board of Inspection to examine into the condition of the apprentices, and to report on the degree of attention which has been bestowed upon their instruction and improvement.

The training-ships can do little more than form the raw recruits and prepare them for the cruising-ships. It is the duty of the latter to carry on the course of practical instruction and to develop the boy into the seaman.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 285.

January 17, 1882.

Commandants of navy yards, commanders of stations, and of vessels acting singly, will report direct to the Chief of Bureau of Navigation and Office of Detail whenever any officer under their respective commands is transferred to a naval hospital, and when such officer returns to duty. If a medical survey should be ordered, a copy of the order for the survey and a copy of the report of the medical officers in the case will also be forwarded to that Bureau.

This order is not intended to dispense with the report required in such cases, by regulation, to be sent to the Bureau of Medicine and Surgery.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 286.

January 21, 1882.

Section 1571 of the Revised Statutes provides that "*no service shall be regarded as sea-service except such as shall be performed at sea, under the orders of a Department and in vessels employed by authority of law.*"

From and after the 1st of January, 1882, the officers serving on the following named vessels will only be credited on the Navy Register with "sea-service" when the vessels are under way, viz: the New Hampshire and Minnesota at Newport, Rhode Island; the Wyoming at Port Royal, South Carolina; the Alarm at Washington; and the Intrepid at New York.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 287.

February 3, 1882.

The frequency with which punishment, by solitary confinement on bread and water, or on diminished rations, is imposed by the sentences of summary courts-martial, meets with the disapprobation of the Department.

This punishment is a severe one; and it was not, probably, contemplated by the law that it should be generally resorted to for the correction of offenders. It is believed that other authorized punishments will, in most cases, prove more effectual than this. In cases where punishment by confinement, on bread and water or diminished rations, is imposed by sentence of courts-martial, that portion of such sentences will be disapproved by the Department.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 228.

February 9, 1882.

General Order No. 286, issued on the 21st ultimo, is hereby annulled from this date.

WILLIAM H. HUNT,
Secretary of the Navy.

February 20, 1882.

A typographical error having occurred in the foregoing General Order, in using the word *this* instead of *that*, it will be read "from *that* date," instead of from this date.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 289.

February 11, 1882.

Apothecaries will not, hereafter, be required to sign the "Shipping Articles." They will be appointed by the medical officer, subject to the approval of the commanding officer, and will be entered on the ship's books upon taking the oath of allegiance and signing an agreement to serve faithfully for the cruise; to be amenable to the laws, regulations, and discipline of the service and of the ship, and to be discharged, in case of misbehavior, in any port, foreign or domestic, without claim for passage money, on the approval of the commanding officer.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 290.

February 21, 1882.

The attention of commanders-in-chief and commanding officers is called to that portion of the U. S. Navy Regulations (paragraph 38, page 39) which permits the junior officers to take the deck at sea under charge of the officers of the watch.

Every opportunity should be given the junior officers to familiarize themselves with the handling of ships, and to gain experience in performing duties which prepare them for emergencies, and which serve in part to fit them for command. That officers shall thoroughly understand the "turning powers" of their ships, frequent exercises shall be had, when cruising under steam, in manœuvring about empty barrels or buoys laid out to represent dangers or an enemy.

Skill in handling ships can be acquired only by actual practice; and commanders-in-chief shall send the vessels under their command to sea for several days in each quarter for the purpose of exercising the officers and crews in working the ships under sail and under steam; and commanding officers will be required to report quarterly upon the relative proficiency displayed by their subordinates.

Hereafter the instruction in steam engineering, begun at the Naval Academy, will be continued on board of all steam vessels-of-war in commission; and ensigns, midshipmen, and cadet midshipmen shall be assigned to duty in the fire and engine-rooms whenever steam-power is used. They shall be divided into three or more watches, and shall serve alternately on deck and below during the day watches.

Commanding officers shall afford time and opportunities, and shall require the chief engineer and assistant engineers to instruct these officers in acquiring a thorough knowledge of the steam machinery and boilers of the ship and of their management.

Reports showing the proficiency and reliability of the officers above mentioned in steam engineering will be made out according to annexed forms, and forwarded to the Bureau of Navigation at the end of every quarter, for use at future examinations for promotion.

Graduates of the Naval Academy leave the school with, perhaps, comparatively little practical experience of the duties on board cruising-ships, but they have an excellent foundation to build upon; and it is the imperative duty of commanding officers not only to afford them opportunities for acquiring professional skill, but to see that they avail themselves fully of every opportunity.

WILLIAM H. HUNT,
Secretary of the Navy.

Report of Ensigns, Midshipmen, and Cadet Midshipmen who have been on duty or under instruction in the Fire and Engine-rooms of the U. S. S. _____, for the week ending _____, 188 .

Name.	Rank.	No. of hours in fire-room.	Character of instruction received or duty performed.	No. of hours in engine-room.	Character of instruction received or duty performed.	If instructed, by whom.	No. of hours ship steamed.	Remarks.

Respectfully submitted,

To COMMANDING OFFICER.

Chief Engineer.

NOTE.—The "instruction received" or "duty performed" shall be specified in detail in the proper column, and in the column "remarks" the chief engineer shall insert the proficiency of each officer instructed.

Report of instruction received or duty performed by the Ensigns, Midshipmen, and Cadet Midshipmen of the U. S. _____, for the quarter ending _____, 188

Name.	Rank.	No. of hours ship at sea.	No. of hours in charge of deck.	No. of hours in fire-room.	Character of instruction received or duty performed.	No. of hours in engine-room.	Character of instruction received or duty performed.	No. of hours ship steamed during quarter.	Remarks.

Respectfully submitted,

TO CHIEF OF THE BUREAU OF NAVIGATION.

Commanding Officer.

GENERAL ORDER, No. 291.

March 2, 1882.

The Department deems it proper to call attention to the practice of holding surveys without proper authority. It is believed that irregularities have been allowed to grow into use on this subject, which will be avoided in future by a more strict regard to the Regulations for the Government of the Navy, chapter XIV, paragraphs 1, 18, *et ibid.*

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 292.

March 23, 1882.

An "Office of Intelligence" is hereby established in the Bureau of Navigation for the purpose of collecting and recording such naval information as may be useful to the Department in time of war, as well as in peace.

To facilitate this work, the Department Library will be combined with the "Office of Intelligence," and placed under the direction of the Chief of the Bureau of Navigation.

Commanding and all other officers are directed to avail themselves of all opportunities which may arise to collect and forward to the "Office of Intelligence" professional matter likely to serve the object in view.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 293.

March 30, 1882.

The duties of the Bureaus of this Department will hereafter be as follows:

BUREAU OF ORDNANCE.

The duties of the Bureau of Ordnance shall comprise all that relates to offensive and defensive arms and apparatus (including torpedoes), all ammunition, war explosives, vessels for submarine torpedo service, magazines on shore, and lighting for military purposes. Also all machinery, apparatus, equipments, and things for use with the above, including all electrical supplies therefor.

It shall be charged with the duty of determining the nature of the armament to be carried by vessels, and will prescribe the material, kind, and qualities of ship's armor and dimensions of gun-turrets; also within the carrying power of vessels, as determined by the Bureau of Construction and Repair, it will fix the location and command of the armament, and distribute the thickness of armor.

It shall place the armament on board of vessels, and will determine the method of construction of their armories and ammunition-rooms. The location of these latter it will determine in conjunction with the Bureau of Construction and Repair.

Purchased torpedo vessels of less than eighty (80) tons displacement shall be procured by this Bureau, which is charged with all their details of whatever nature. It shall also prescribe the armament, handiness, and minimum speed to be given to all torpedo vessels.

It shall design the various shops and buildings at the navy yards where its work is executed, so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the construction and repairing of those shops and buildings shall not be done by the Bureau of Ordnance, nor shall the cost thereof be defrayed by it.

It shall design, erect, and maintain all the shops and buildings constructed for its purposes outside the limits of navy yards, and for which it may have estimated; and it shall, subject to the provisions of law, be charged with the purchase, sale, and transfer of all land and buildings in connection therewith, and with the preservation of the public property under its control. It shall determine upon and furnish all the tools, stores, stationery, blank books and forms, materials, means and appliances of every kind used in its shops, including fuel and transport, erect and repair the same.

It shall make all contracts for and superintend all the work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including clerks, writers, and draughtsmen, master workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for, and pay from its own funds, the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

BUREAU OF EQUIPMENT AND RECRUITING.

The duties of the Bureau of Equipment and Recruiting shall comprise all that relates to the recruiting, discharging, and estimating for the pay of all enlisted persons, including appointed petty officers, for general and special service, and to the equipment of all vessels with rigging, sails, anchors, cables, yeoman's stores, and furniture not provided by other Bureaus; the furnishing of all vessels with fuel for all purposes, and to the transportation and mooring of vessels in ordinary at navy yards.

It shall have under its sole control all rendezvous and receiving-ships, and it shall provide transportation for all enlisted persons and appointed petty officers.

It shall have under its sole control the ropewalks, and the shops for making anchors and cables, rigging, sails, galleys, and cooking utensils.

It shall establish the complement of the crews of all vessels in commission.

It shall design the various shops and buildings where its work is executed, so far only as their internal arrangements are concerned, and after their completion shall have exclusive control of the same; but the constructing and repairing of these shops and buildings shall not be done by the Bureau of Equipment and Recruiting, nor shall the cost thereof be defrayed by it.

It shall determine upon and furnish all the tools, stores, stationery, blank books, and forms used in the Equipment and Recruiting Department, materials, means, and appliances of every kind used in its buildings and shops, and erect and repair the same.

It shall make all contracts for and superintend all work done under it.

It shall have under its sole control the reception, inspection, storing, and preservation of all its materials, and the pay, organization, and mustering of the labor, including clerks, writers, messengers, master workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for, and pay from its own funds, the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

BUREAU OF NAVIGATION.

The duties of the Bureau of Navigation shall comprise all that relates to the Naval Observatory, Nautical Almanac, Hydrographic Office, Department Library, and Office of Intelligence.

It shall furnish navigation supplies and stores of all kinds, including charts, nautical and navigating instruments and books, sailing directions and instructions, stationery, and blank books for commanding and navigating officers ashore and afloat, libraries, binnacles, flags, signal-lights, running-lights, and standing-lights on board vessels, including electrical apparatus for lighting purposes, logs, leads, lines, and glasses, log-books, illuminating oil for all purposes, except what is used in the engineer department of steamers.

It will pay for the local pilotage of all vessels in commission.

It shall have the sole control of the apartments assigned for its purposes, and for the use of the navigation officers in the yards and stations, and it will provide the instruments, clerks, writers, draughtsmen, messengers, and laborers for the same.

It shall be charged with the collection of foreign surveys, publication of charts, sailing directions, and nautical works, and the dissemination of nautical and hydrographical information to the Navy and mercantile marine.

It shall determine upon and furnish all the stores, materials, instruments, means and appliances of every kind used for its purposes, and shall have under its sole control their inspection, storing, and preservation.

It shall design, erect, and maintain all the buildings at the observatory and elsewhere, not within navy yards, that may be needed for its purposes; and it shall, subject to the provisions of law, be charged with the purchase, sale, and transfer of all land and buildings in connection therewith.

It shall make all contracts for and superintend all the work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including clerks, writers, calculators, and draughtsmen, master workmen, and laborers connected with it, and used entirely for its purposes.

All reports, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for, and pay from its own funds, the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

BUREAU OF YARDS AND DOCKS.

The duties of the Bureau of Yards and Docks shall comprise all that relates to the construction and maintenance of all docks (including dry-docks), slips, wharves, piers, quay walls, and buildings of all kinds, for whatever purpose needed, within the limits of the navy yards and of the naval asylum; but not of hospitals and magazines outside of those limits, nor of buildings for which it does not estimate. It shall prepare the plans and make the estimates for the above constructions, in consultation with the Chief of the Bureau for whose use they are designed, as to their internal arrangements and location in the yard. It shall repair and furnish all buildings, stores, and offices in the several navy yards.

It shall, subject to the provisions of law, be charged with the purchase, sale, and transfer of all land and buildings connected with the navy yards.

It shall have under its sole control the general administration of the navy yards, and shall provide all the water and gas for all the buildings, and for whatever other purposes they may be needed, and all the fuel, except what is to be furnished by the other Bureaus.

It shall provide, and have sole control of, all landings, derricks, sheers, cranes, sewers, dredging, railway tracks, cars and wheels, trucks, grading, paving, walks, shade-trees, enclosure wall and fences, ditching, reservoirs, cisterns, fire-engines and apparatus, and all things necessary, including labor for the cleaning of the yards, all watchmen, and the protection of the public property.

It shall furnish furniture, stationery, blank books and forms, also the clerical force, messengers, and laborers necessary for the commandant's, captain's, and civil engineer's office, and pay the expenses of the same.

It shall furnish the oxen, horses, and hired teams required for all the purposes in and for the yard, the subsistence and care for the same, and the necessary teamsters.

It shall determine upon and furnish all the tools, stores, materials, means and appliances of every kind used for its purposes, and transport and erect them, and repair the same.

It shall make all contracts for and superintend all work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of its materials, and the pay, organization, mustering, and detailing of the labor, including writers and draughtsmen at the yards, master workmen, and laborers paid from its funds and connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for, and pay from its own funds, the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given by the Chief of Bureau to the commandants of navy yards, who will be held responsible for their execution.

BUREAU OF CONSTRUCTION AND REPAIR.

The duties of the Bureau of Construction and Repair shall comprise all that relates to designing, building, fitting, and repairing the hulls of vessels, spars, boats, capstans, windlasses, steering-gear, ventilating apparatus, tanks, ballast, casks, blocks, furniture for ship's use of the kind made in the navy yards, and lumber, plates, and

tools for sea-stores of the kind used by it in building vessels; also the turrets and armor-plating after the material, quality, and distribution of thickness have been determined by the Bureau of Ordnance.

It shall design the slips and the various buildings and shops where its work is executed, so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same, including dry-docks; but the constructing and repairing of these buildings, slips, and docks shall not be done by the Bureau of Construction and Repair, nor shall the cost thereof be defrayed by it.

It shall determine upon and furnish all tools, stores, stationery, books and forms required in the constructor's department, materials, fuel, means and appliances of every kind used in its buildings and shops, and erect and repair the same.

It shall make all contracts for and superintend all work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including clerks, writers, draughtsmen, and messengers at the yards and stations, master workmen, ship-keepers, and laborers connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall have control of all vessels building and under repair, and also be responsible that vessels in ordinary do not go to decay for want of proper examination on the part of constructors in the yards.

It will have charge of the docking of vessels.

It shall estimate for, and pay from its own funds, the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

BUREAU OF STEAM ENGINEERING.

The duties of the Bureau of Steam Engineering shall comprise all that relates to the designing, building, fitting out, repairing, and engineering of the steam machinery used for the propulsion of naval vessels, and will also include steam-pumps, steam heaters and connections, and the steam machinery necessary for actuating the apparatus by which turrets are turned.

It shall design the various shops at the navy yards and stations where the work is executed, so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the construction and repairing of these shops shall not be done by the Bureau of Steam Engineering, nor shall the cost thereof be defrayed by it.

It shall determine upon and furnish all the machinery, tools, stores, stationery, blank books and forms used in the engineer department, materials, means and appliances of every kind used in its shops, including fuel, and on board vessels, excluding fuel, and erect and repair the same.

It shall make all the contracts for and superintend all the work done under it.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including writers, clerks, messengers, and draughtsmen, at the yards and stations, master workmen and laborers connected with it and used entirely for its purposes.

All reports, surveys, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for, and pay from its own funds, the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

BUREAU OF PROVISIONS AND CLOTHING.

The duties of the Bureau of Provisions and Clothing shall comprise all that relates to supplying the Navy with provisions, clothing, small stores, water, and contingent stores in the Paymaster's Department.

It shall design the various buildings and shops at the navy yards where its work is executed and its stores are kept, so far only as their internal arrangements are concerned; and, after their completion, shall have exclusive control of the same; but the construction and repairing of those buildings and shops shall not be done by the Bureau of Provisions and Clothing, nor shall the cost thereof be defrayed by it.

It shall determine upon and furnish all the tools, stores, stationery, blank books and forms used in the Pay and Provisions Department, materials, means and appliances of every kind used in its buildings and on board vessels; it shall furnish all the stores connected with the Paymaster's Department, including potable water for ship's use, other than that which is supplied by the distilling apparatus on board.

It shall have under its sole control the reception, inspection, storing, and preparation of all its materials, and the pay, organization, and mustering of the labor, including clerks, writers, master-workmen, and laborers connected with it and used entirely for its purposes.

All reports, surveys, accounts, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for, and pay from its own funds, the cost necessary to carry out its duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

BUREAU OF MEDICINE AND SURGERY.

The duties of the Bureau of Medicine and Surgery shall comprise all that relates to laboratories, naval hospitals, and dispensaries.

It shall furnish all the supplies, medicines, and instruments required in the Medical Department of the Navy.

It shall have the sole control of all buildings erected for its purposes.

It shall determine upon and furnish all the stores, stationery, blank books and forms used in the Medical and Hospital Departments, materials, instruments, means and appliances of every kind used for its purposes; and shall have under its sole control their inspection, storing, transportation, and preparation.

It shall design, erect, furnish, and maintain all the buildings constructed for its purposes outside the limits of the navy yards, and for which it may have estimated. and it shall, subject to the provisions of law, be charged with the purchase, sale, and transfer of all land and buildings in connection therewith, and with the preservation of the public property under its control.

It shall design the various buildings erected within navy yards for its purposes, so far only as their internal arrangements are concerned, and, after their completion, shall have exclusive control of the same; but the construction and repairing of these buildings shall not be done by the Bureau of Medicine and Surgery, nor shall the cost thereof be defrayed by it.

It shall have under its sole control the pay, organization, and mustering of the labor of all kinds connected with it and used entirely for its purposes.

It shall make all the contracts for and superintend all the work done under it.

All reports, surveys, applications for discharge of invalids, pay-rolls, and communications relating to its duties shall be addressed to and received from it.

It shall estimate for, and pay from its own funds, the cost necessary to carry out the duties as above defined.

Orders relating to matters connected with the Bureau will be given to the commandants of the navy yards, who will be held responsible for their execution.

Any and all orders conflicting with this order are hereby annulled.

WILLIAM H. HUNT,
Secretary of the Navy.

GENERAL ORDER, No. 294.

April 13, 1882.

The traveling expenses of pay-officers' yeomen and of apothecaries, referred to in paragraph 108, page 131, Regulations of the Pay Department, U. S. Navy, are restricted to the following allowances:

Second-class tickets, whenever procurable, to be furnished by a pay officer upon the order of the Navy Department.

Subsistence expenses, not to exceed two dollars a day, when necessarily delayed awaiting the sailing of steamers or departure of trains. But no allowances are authorized while traveling on steamers in addition to the ticket furnished for passage.

When travel is performed overland, under the order of the Department, or under an order from proper authority approved by it, the allowance for subsistence en route must not exceed two dollars a day. No allowance for sleeping cars is authorized.

WILLIAM H. HUNT,
Secretary of the Navy.

CIRCULAR No. 21.

April 20, 1882.

The Navy Department has been notified that the governments of Great Britain and Austria have issued orders to suspend, until September 1, 1882, paragraphs (c), (d), (e), (f), and (g) of Article X of the "Revised International Regulations" for preventing collisions at sea, published in General Order No. 253, July 16, 1880.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 295.

May 2, 1882.

As officers of the Navy and Marine Corps are now entitled by law to eight cents a mile for travel performed outside the United States under proper orders, the following table of distances over foreign routes has been prepared for the use of the accounting officers of the Treasury, and for the guidance of such pay officers of the Navy and Marine Corps as are authorized to pay mileage to officers for travel actually performed over the routes indicated.

The provisions of General Order No. 268, issued April 2, 1881, by the Secretary of the Navy, are so far extended as to authorize pay officers on foreign stations to pay mileage for travel performed outside the United States under orders from the Secretary of the Navy, or by his direction or approval. No mileage for travel performed under orders from commanding officers can be paid until such orders are approved by the Secretary of the Navy.

Return-mileage for foreign travel can only be paid by the Navy pay offices mentioned in General Order No. 268, and by the Fourth Auditor of the Treasury.

WM. E. CHANDLER,
Secretary of the Navy.

BUREAU OF NAVIGATION,
HYDROGRAPHIC OFFICE,

Washington, April 28, 1882.

The following named distances have been computed or measured by Lieutenant Commander F. W. Dickins, U. S. Navy, and Master W. H. H. Southerland, U. S. Navy, and are expressed in statute miles.

In reducing the nautical measurements the value of the nautical mile was considered as equal to the one-sixtieth part of the length of a degree on a great circle of a sphere, the surface of which was considered equal to the surface of the earth: 6080.27 feet.

The sea distances were taken from anchorage to anchorage by the most direct sea routes, except across the great oceans, where they were computed on great circle routes.

European railway distances were taken from "Cook's Continental Time Tables."

Partial and intermediate distances may be deduced by simple calculations.

J. C. P. DE KRAFFT,
Commodore, U. S. Navy, Hydrographer.

Table of Foreign Distances, to which is added a Supplement containing Water Routes between ports in the United States.

	<i>Miles.</i>		<i>Miles.</i>
Aden to Point de Galle.....	2,496	Hong Kong to Manila.....	726
Pulo Penang.....	3,881	Hong Kong to Singapore.....	1,69
Singapore.....	4,313	Liverpool to Queenstown.....	304
Batavia.....	4,919	Boston.....	3,267
Sidney.....	9,404	Liverpool to Queenstown.....	304
Melbourne.....	10,668	Baltimore.....	3,874
Aden to Bombay.....	1,891	Liverpool to Bordeaux.....	829
Point de Galle.....	2,954	Lisbon.....	1,672
Madras.....	3,552	Pernambuco.....	5,302
Calcutta.....	4,436	Liverpool to Bordeaux.....	829
Aden to Point de Galle.....	2,496	Lisbon.....	1,672
Albany, Australia.....	6,318	Porto Grande.....	3,463
Melbourne.....	7,903	Pernambuco.....	5,312
Brindisi to Corfu.....	137	London to Southampton.....	80
Cerigo.....	462	Cherbourg.....	179
Syra.....	610	London to Lisbon.....	1,134
Smirra.....	782	Funchal.....	1,747
Constantinople.....	1,102	Porto Grande.....	2,944
Brindisi to Cerigo.....	462	Bathurst.....	3,547
Athens.....	603	Sierre Leone.....	4,011
Syra.....	697	Cape Town.....	7,605
Brindisi to Alexandria.....	966	London to Dover.....	80
Port Said.....	1,136	Calais.....	104
Hong Kong to Swatow.....	204	Paris.....	289
Amoy.....	344	London to Newhaven.....	51
Foo-chow.....	591	Dieppe.....	125
Shanghai.....	1,124	Paris.....	250
Nagasaki.....	1,056	London to Folkestone.....	74
Vladovostock.....	2,413	Boulogne.....	104
Hong Kong to Saigon.....	1,118	Paris.....	263
Singapore.....	1,861	London to Gibraltar.....	1,524
Pulo Penang.....	2,292	Malta.....	2,674
Madras.....	3,743	Port Said.....	3,766

Table of Foreign Distances, etc.—Continued.

	<i>Miles.</i>		<i>Miles.</i>
London to Suez.....	3,869	Panama to Valparaiso.....	3,648
Aden.....	5,372	Talcabmana.....	3,924
Marseilles to Tonlon..... rail.	42	Paris to Berlin..... rail.	734
Nice..... rail.	140	Paris to St. Petersburg..... rail.	1,712
Ville Franche..... rail.	144	Paris to Turin..... rail.	501
Genoa..... rail.	251	Genoa..... rail.	605
Spezzia..... rail.	308	Pisa..... rail.	708
Pisa..... rail.	354	Leghorn..... rail.	719
Civita Vecchia..... rail.	513	Paris to Turin..... rail.	501
Naples..... rail.	726	Genoa..... rail.	605
Marseilles to Palermo.....	919	Civita Vecchia..... rail.	867
Messina.....	1,061	Naples..... rail.	1,080
Marseilles to Naples..... all rail	726	Brindisi..... rail.	1,348
Messina.....	933	Paris to Marseilles..... rail.	536
New York to St. Thomas.....	1,643	Paris to Cherbourg..... rail.	232
Pura.....	3,486	Paris to Havre..... rail.	142
Pernambuco.....	4,770	Paris to Antwerp..... rail.	256
Bahia.....	5,213	Philadelphia to Queenstown.....	3,380
Rio de Janeiro.....	6,050	Liverpool.....	3,683
Montevideo.....	7,234	London.....	3,903
New York to Havana.....	1,433	Philadelphia to Southampton.....	3,715
Progreso.....	1,910	Philadelphia to Cherbourg.....	3,678
Campeche.....	2,060	Philadelphia to Havre.....	3,755
Frontera.....	2,225	Philadelphia to Antwerp.....	3,978
Vera Cruz.....	2,453	San Francisco to Manzanilla.....	1,774
New York to Queenstown.....	3,182	Acapulco.....	2,153
Liverpool.....	3,486	Panama.....	2,236
London.....	3,706	San Francisco to Yokohama.....	5,205
New York to Aspinwall.....	2,303	Hong Kong.....	7,085
Panama.....	2,350	San Francisco to Honolulu.....	2,418
New York to Aspinwall.....	2,303	N'galoa.....	5,636
Greytown.....	2,589	Sidney.....	7,585
New York to Southampton.....	3,518	Melbourne.....	8,250
New York to Cherbourg.....	3,481	Yokohama to Kobe.....	397
New York to Havre.....	3,558	Nagasaki.....	831
Panama to Buenaventura.....	414	Shanghai.....	1,364
Guayaquil.....	1,118	Chefoo.....	1,956
Payta.....	1,372	Tien-Tsin.....	2,248
Chimbote.....	1,719	Yokohama to Kobe.....	397
Callao.....	1,949	Nagasaki.....	831
Arica.....	2,616	Shanghai.....	1,364
Caldera.....	3,220	Hong Kong.....	2,323
Coquimbo.....	3,424		

SUPPLEMENT.

The following distances are water routes between ports in the United States, and are those in use at the U. S. Treasury Department. The distances are expressed in statute miles.

	<i>Miles.</i>		<i>Miles.</i>
Baltimore to Key West.....	1,257	New York to New London.....	117
Norfolk.....	194	Newport.....	158
Fortress Monroe.....	182	Norfolk.....	328
Yorktown.....	151	Baltimore.....	481
Oxford.....	66	Washington.....	482
Cambridge.....	71	Port Royal.....	783
Easton.....	74	Key West.....	1,336
Crisfield.....	122	Pensacola.....	1,897
Boston to Norfolk.....	686	New Orleans.....	1,990
Brandon (lower) to Richmond.....	60	Portland to Kalama.....	42
Brandon (upper) to Richmond.....	54	Port Townsend to Tacoma.....	94
Brandon (upper) to Fortress Monroe.....	59	San Francisco to Portland.....	723
Brandon (upper) to Norfolk.....	65	San Francisco to Santa Barbara.....	325
Brandon (lower) to Fortress Monroe.....	54	San Diego.....	513
Brandon (lower) to Norfolk.....	60	Cape St. Lucas.....	1,331
Cedar Keys to Key West.....	330	La Paz.....	1,590
Georgetown, S. C., to Port Royal.....	124	Sitka to Portland.....	1,218
New Orleans to Key West.....	662	Wrangel.....	187
New Orleans to Havana, via Key West.....	766	Tacoma to Kalama.....	105
New Orleans to Pensacola via Mississippi sound.....	192	Victoria to Port Townsend.....	40
New Orleans to Pensacola (outside).....	245	Washington to Norfolk.....	196
Newport to Providence.....	25	Fortress Monroe.....	183
Bristol.....	13	Wrangel to Victoria.....	750
Fall River.....	18	Yorktown to Norfolk.....	48

GENERAL ORDER, No. 296.

May 12, 1882.

General Order No. 181, of November 18, 1872, authorizing an advance of three months' pay to officers ordered to the Asiatic Station, is so far modified as to include officers ordered to the South Atlantic, European, and Pacific stations.

WM. E. CHANDLER,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 31.

June 10, 1882.

The attention of commandants of stations and other persons in the naval service is called to paragraph 14, section 5, chapter XXIII, of the U. S. Navy Regulations, in relation to the shipment of stores or freight.

Care must be taken that the bills of lading show whether the articles are to be delivered at the railroad depot or steamer landing, or at the navy yard or other specified place, and that the rate or amount of freight to be paid is stated in the bills.

Officers to whom freight is consigned will promptly report to the Department any failure to comply with the regulation referred to.

WM. E. CHANDLER,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 32.

June 10, 1882.

Paragraph 24, page 27, U. S. Navy Regulations, is not to be interpreted as authorizing the commander-in-chief of a squadron to detach officers from their ships at the expiration of three years' service and send them to the United States at the public expense; nor to send home enlisted men at the expiration of their terms of enlistment, except in public vessels.

WM. E. CHANDLER,
Secretary of the Navy.

CIRCULAR No. 22.

June 24, 1882.

The "Danger Flag," as represented on Plate III of the U. S. Naval Signal Book, shall hereafter consist of a white ground with but one blue band, which shall extend from the inner lower extremity of the "hoist" diagonally across the ground to the outer upper extremity of the "fly."

This flag shall be supplied to each ship, and shall correspond in dimensions with Despatch Flag No. 2.

The "Position Pennant," as represented on the same plate of the signal book, shall in future be designated the "Position Flag."

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 297.

July 7, 1882.

On and after the 1st of August next, the "New Hampshire," the "Minnesota," the "Intrepid," and the "Alarm" will not be considered as in commission for sea-service.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 298.

August 5, 1882.

The act making appropriations for the naval service for the fiscal year ending June 30, 1883, approved August 5, 1882, provides that "officers of the Navy traveling abroad, under orders hereafter issued, shall travel by the most direct route, the occasion and necessity for such order to be certified by the officer issuing the same; and shall receive, in lieu of the mileage now allowed by law, only their actual and reasonable expenses, certified under their own signatures and approved by the Secretary of the Navy."

Officers of the Navy issuing orders and those receiving them for traveling abroad will be governed by the requirements of the clause of the naval appropriation act above quoted.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 300.

August 9, 1882.

The flag of the President of the United States shall consist of a blue ground with the arms of the United States in the center, and shall be of the dimensions prescribed for the admiral's flag No. 1.

The flag shall be hoisted at the main of vessels-of-war while the President is on board, and shall be carried in the bow of his boat.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 299.

August 10, 1882.

The following act of Congress is published for the information and government of all concerned.

WM. E. CHANDLER,
Secretary of the Navy.

AN ACT making appropriations for the naval service for the fiscal year ending June thirtieth, eighteen hundred and eighty-three, and for other purposes.

Provided, That hereafter there shall be no appointments of cadet-midshipmen or cadet-engineers at the Naval Academy, but in lieu thereof naval cadets shall be appointed from each Congressional district and at large, as now provided by law for cadet-midshipmen, and all the undergraduates at the Naval Academy shall hereafter be designated and called "naval cadets;" and from those who successfully complete the six years' course appointments shall hereafter be made as it is necessary to fill vacancies in the lower grades of the line and engineer corps of the Navy and of the Marine Corps: *And provided further*, That no greater number of appointments into these grades shall be made each year than shall equal the number of vacancies which has occurred in the same grades during the preceding year; such appointments to be made from the graduates of the year at the conclusion of their six years' course, in the order of merit, as determined by the academic board of the Naval Academy; the assignment to the various corps to be made by the Secretary of the Navy upon the recommendation of the academic board. But nothing herein contained shall reduce the number of appointments from such graduates below ten in each year, nor deprive of such appointment any graduate who may complete the six years' course during the year eighteen hundred and eighty-two. And if there be a surplus of graduates, those who do not receive such appointment shall be given a certificate of graduation, an honorable discharge, and one year's sea-pay, as now provided by law for cadet-midshipmen; and so much of section fifteen hundred and twenty-one of the Revised Statutes as is inconsistent herewith is hereby repealed.

That any cadet whose position in his class entitles him to be retained in the service may, upon his own application, be honorably discharged at the end of four years' course at the Naval Academy, with a proper certificate of graduation.

That the Secretary of the Navy may prescribe a special course of study and training at home or abroad for any naval cadet.

That the pay of naval cadets shall be that now allowed by law to cadet-midshipmen; and as much of the money hereby appropriated as may be necessary during the fiscal year ending June thirtieth, eighteen hundred and eighty-three, shall be expended for that purpose.

That the active list of the medical corps of the Navy shall hereafter consist of fifteen medical directors, fifteen medical inspectors, fifty surgeons, and ninety assistant and passed assistant surgeons.

That the active-list of the pay corps of the Navy shall hereafter consist of thirteen pay-directors, thirteen pay-inspectors, forty paymasters, twenty passed assistant paymasters, and ten assistant paymasters.

That the active-list of the engineer corps of the Navy shall hereafter consist of ten chief engineers with the relative rank of captain, fifteen chief engineers with the relative rank of commander, forty-five chief engineers with the relative rank of lieutenant-commander or lieutenant, sixty passed assistant engineers, and forty assistant engineers, with the relative rank for each as now fixed by law; and after the number of officers in the said grades shall be reduced as above provided, the number in each grade shall not exceed the reduced number which is fixed by the provisions of this act for the several grades.

That no officer now in the service shall be reduced in rank or deprived of his commission by reason of any provision of this act reducing the number of officers in the several staff corps: *Provided*, That no further appointments of cadet-engineers shall be made by the Secretary of the Navy under section three of the act of eighteen hundred and seventy-four.

That as vacancies shall occur in any of the grades of the medical, pay, and engineer corps of the Navy, no promotion shall be made to fill the same until the number in said grade shall be reduced below the number which is fixed by the provisions of this act for such grade.

For pay of the retired-list, namely: For forty-two rear-admirals, twenty commodores, twelve captains, ten commanders, fifteen lieutenant-commanders, eight lieutenants, eleven masters, five ensigns, two midshipmen, twenty-two medical directors, two medical inspectors, two surgeons, five passed assistant surgeons, seven assistant surgeons, nine pay-directors, two pay-inspectors, three paymasters, two passed assistant paymasters, one assistant paymaster, nine chief engineers, nineteen passed assistant engineers, twenty-five assistant engineers, nine chaplains, seven professors of mathematics, three naval constructors, ten boatswains, five gunners, thirteen carpenters, and ten sailmakers: in all, six hundred and ninety-seven thousand nine hundred and twenty-five dollars. Hereafter only one-half of the vacancies in the various grades in the line of the Navy shall be filled by promotion until such grades shall be reduced to the following numbers, namely: rear admirals, six; commodores, ten; captains, forty-five; commanders, eighty-five; lieutenant commanders, seventy-four; lieutenants, two hundred and fifty; masters, seventy-five; ensigns, seventy-five; and thereafter promotions to all vacancies shall be made but not to increase either of said grades above the numbers aforesaid. Hereafter there shall be no promotion or increase of pay in the retired-list of the Navy but the rank and pay of officers on the retired-list shall be the same that they are when such officers shall be retired: *And provided further*, That whenever on an inquiry had pursuant to law, concerning the fitness of an officer of the Navy for promotion, it shall appear that such officer is unfit to perform at sea the duties of the place to which it is proposed to promote him, by reason of drunkenness, or from any cause arising from his own misconduct, and having been informed of and heard upon the charges against him, he shall not be placed on the retired-list of the Navy, and if the finding of the board be approved by the President, he shall be discharged with not more than one year's pay.

* * * * * And officers of the Navy traveling abroad under orders hereafter issued shall travel by the most direct route, the occasion and necessity for such order to be certified by the officer issuing the same; and shall receive, in lieu of the mileage now allowed by law, only their actual and reasonable expenses, certified under their own signatures and approved by the Secretary of the Navy; and for the payment of any such officers as may be in service, either upon the active or retired-list, during the year ending June thirtieth, eighteen hundred and eighty-three, in excess of the numbers of each class provided for in this act, and for any increase of pay arising from different duty, as the needs of the service may require, three hundred thousand dollars. And all officers of the Navy shall be credited with the actual time they may have served as officers or enlisted men in the regular or volunteer Army or Navy, or both, and shall receive all the benefits of such actual service in all respects in the same manner as if all said service had been continuous and in the regular Navy: *Provided*, That nothing in this clause shall be so construed as to authorize any change in the dates of commission or in the relative rank of such officers. And should the sums appropriated for the pay of the officers on the active and retired lists of the Navy be insufficient, then and in that case the Secretary of the Navy is hereby authorized to use any and all balances which may be due or become due to "pay of the Navy," from the other bureaus of the department, for that purpose.

* * * * *

BUREAU OF ORDNANCE.

* * * * * The words "ordnance" and "gunpowder" in section thirty-seven hundred and twenty-one of the Revised Statutes shall be construed to mean offensive and defensive arms, ammunition, and explosives, the apparatus for their military use, and the materials for producing the whole, and also transportation, necessary information concerning them, and whatever is requisite in military experiments with them.

* * * * *

For the civil establishment at navy-yards and stations, eighteen thousand nine hundred and fifty-three dollars and twelve cents: *Provided*, That if the Secretary of the Navy shall find that work at all the navy-yards now maintained cannot be carried on during the current fiscal year with advantage to the service and economy to the Government for the amounts in this act appropriated for the maintenance of and civil establishment at the navy-yards, he shall not make any deficiency for these purposes, but he shall suspend work at those yards where he finds it can best be dispensed with, and shall close such yards and transfer all perishable property and stores therefrom to other yards for use therein, and report the facts and the reasons governing his action to the next session of Congress; and at the yards so closed only such officers and employees shall be retained as are necessary to preserve and take care of the property of the Government, and all other persons shall be transferred or discharged: *Provided further*, That the navy-yard at Washington, District of Colum-

bia, may, at the discretion of the Secretary of the Navy, be maintained as a manufacturing yard for the Bureaus of Equipment and Recruiting and Ordnance, and that work may be continued in the ropewalk in the Boston navy-yard: *And provided further*, That nothing herein shall be held to interfere with the permanent improvement of any navy-yard as now authorized by law, or the expenditure for such purpose of any money appropriated by Congress therefor.

That the Secretary of the Navy be, and he is hereby, authorized and directed to ascertain on what terms can be had such additional lands and water front contiguous to the Norfolk navy-yard as are deemed necessary for the construction of a wet-dock, and such other works as are demanded for the sufficient capacity and efficiency of that yard; and that he report the result of such negotiations to the next session of Congress.

That the Secretary of the Navy shall appoint a commission, to consist of three persons, one of whom shall be appointed from the line officers and one from the staff officers of the Navy, and one from civil life, which commission shall consider and report to the next session of Congress upon the question whether it is advisable to sell any of the navy-yards, and, if so, which; and as to each of said yards said commission shall report as to its cost, its area, its present value, including in separate items the value of the land, structures, machinery, and other personal property; the depth of water at the yard, and whether it remains and will remain at such depth, or will require expense to keep open its water communication; its condition as to being in working order or otherwise; the condition and value of its "plant" in the different departments; its advantages and disadvantages as a naval station, and for the construction of vessels; its probable value for other purposes, in case the yard is discontinued; whether there is any demand for the yard for mercantile or other purposes; whether it can probably be sold, and at what price, in case of discontinuance; the annual cost during each of the past fifteen years of maintaining it; the value of what it has produced during each of said years, so far as it can be ascertained; its value or necessity for purposes of defense on that part of the coast where it is situated, or in general, and also as regards any city in its vicinity; and any other facts which such commission may deem useful or advisable to report in regard to this question.

BUREAU OF MEDICINE AND SURGERY.

* * * * *

For the naval-hospital fund, namely: For maintenance of the naval hospitals at the various navy-yards and stations, thirty thousand dollars. And if the Secretary of the Navy shall not be able to maintain properly the whole number of naval hospitals now kept open, on the amounts hereby appropriated for the maintenance of and civil establishment at naval hospitals, he shall close those which are least necessary to the service, and provide for the patients now cared for therein at such other naval hospitals as may be most convenient.

BUREAU OF CONSTRUCTION AND REPAIR.

For preservation and completion of vessels on the stocks and in ordinary; * * * one million seven hundred and fifty thousand dollars: *Provided*, That no part of this sum shall be applied to the repairs of any wooden ship when the estimated cost of such repairs shall exceed thirty per centum of the estimated cost of a new ship of the same size and like material: *Provided*, Nothing herein contained shall deprive the Secretary of the authority to order repairs of ships damaged in foreign waters or on the high seas, so far as may be necessary to bring them home. Any portion of said sum not required for the purposes aforesaid may be applied toward the construction of two steam cruising vessels of war, which are hereby authorized, at a total cost, when fully completed, not to exceed the amount estimated by the late Naval Advisory Board for such vessels, the same to be constructed of steel, of domestic manufacture, having as near as may be a tensile strength of not less than sixty thousand pounds to the square inch, and a ductility in eight inches of not less than twenty-five per centum; said vessels to be provided with full sail-power and full steam-power. One of said vessels shall be of not less than five thousand nor more than six thousand tons displacement, and shall have the highest attainable speed, and shall be adapted to be armed with not more than four breech-loading rifled cannon, of high power, of not less than eight-inch caliber, or two of ten-inch caliber, and not more than twenty-one breech-loading rifled cannon, of high power, of not less than six-inch caliber; one of said vessels shall be of not less than four thousand three hundred nor more than four thousand seven hundred tons displacement, and shall have the highest attainable speed, and shall be adapted to be armed with four breech-loading rifled cannon, of high power, of not less than eight-inch caliber, or two of ten-inch caliber, and not more than fifteen breech-loading rifled cannon, of high power, of not less than six-inch caliber. The Secretary of the Navy is hereby empowered and directed to

organize a board of naval officers and experts for his advice and assistance, to be called the "Naval Advisory Board," to serve during the period required for the construction, armament, and trial of the vessels hereby authorized to be constructed, and no longer. Said board shall consist of five officers on the active list of the Navy in the line and the staff, to be detailed by the Secretary of the Navy, without reference to rank and with reference only to character, experience, knowledge, and skill, and two persons of established reputation and standing, as experts in naval or marine construction, to be selected from civil life, and employed for this sole duty by the Secretary of the Navy, and to be paid such sum, out of the appropriation hereby made, not exceeding eleven thousand dollars, as he may direct: *Provided, however,* That no person shall be a member of said board who has any interest, direct or indirect, in any invention, device, or process, patented or otherwise, to be used in the construction of said vessels, their engines, boilers, or armament, nor in any contract for the same. It shall be the duty of said board to advise and assist the Secretary of the Navy, in his office or elsewhere, in all matters referred to them by him relative to the designs, models, plans, specifications, and contracts for said vessels in all their parts, and relative to the materials to be used therein and to the construction thereof, and especially relative to the harmonious adjustment, respectively, of their hulls, machinery, and armament; and they shall examine all materials to be used in said vessels, and inspect the work on the same as it progresses, and have general supervision thereof, under the direction of said Secretary. But said board shall have no power to make or enter into any contract, nor to direct or control any officer of the Navy, the chief of any bureau of the Navy, or any contractor. Neither of the vessels hereby authorized to be built shall be contracted for or commenced until full and complete detail drawings and specifications thereof, in all its parts, including the hull, engines, and boilers, shall have been provided or adopted by the Navy Department, and shall have been approved, in writing, by said board, or by a majority of the members thereof, and by the Secretary of the Navy; and after said drawings and specifications have been provided, adopted, and approved as aforesaid, and the work has been commenced or a contract made for it, they shall not be changed in any respect, when the cost of such change shall in the construction exceed five hundred dollars, except upon the approval of said board, or a majority of the members thereof, in writing, and upon the written order of the Secretary of the Navy; and, if changes are thus made, the actual cost thereof and the damage caused thereby shall be ascertained, estimated, and determined by said board; and in any contract made pursuant to this act it shall be provided in the terms thereof that the contractor shall be bound by the determination of said board, or a majority thereof, as to the amount of the increased or diminished compensation said contractor shall be entitled to receive, if any, in consequence of such change or changes. The Secretary of the Navy is hereby authorized to cause the said cruising vessels of war aforesaid to be provided with interior defective steel armor, if the same, upon full investigation, shall seem to be practicable and desirable, and if the same shall be approved by said board, or a majority thereof, in writing. Before any of the vessels hereby authorized shall be contracted for or commenced the Secretary of the Navy shall, by proper public advertisement and notice, invite all engineers and mechanics of established reputation, and all reputable manufacturers of vessels, steam-engines, boilers, and ordnance, having or controlling regular establishments, and being engaged in the business, all officers of the Navy, and especially all naval constructors, steam-engineers, and ordnance officers of the Navy, having plans, models, or designs of any vessels of the classes hereby authorized, or of any part thereof, within any given period not less than sixty days, to submit the same to said board; and it shall be the duty of said board to carefully and fully examine the same and to hear any proper explanation thereof, and to report to the Secretary of the Navy, in writing, whether, in their opinion, any such plan, model, or design, or any suggestion therein, is worthy of adoption in the construction of said vessels, their engines, boilers, or armament; and if in such construction any such plan, model, design, or suggestion shall be adopted, for the use of which any citizen not an officer of the Navy would have a just claim for compensation, the contractor shall bind himself to discharge the Government from all liability on account of such adoption and use: *Provided,* That said Naval Advisory Board herein provided for shall, under the direction of the Secretary of the Navy, prepare plans, drawings, and specifications for vessels, their machinery, and armament, recommended by the late Naval Advisory Board not herein authorized to be built.

For the civil establishment, twenty thousand and fifty-two dollars and eighty-seven cents.

BUREAU OF STEAM-ENGINEERING.

For repairs, completion, and preservation of machinery and boilers in vessels on the stocks, and in ordinary; * * * one million six hundred thousand dollars: *Provided,* That no part of said sum shall be applied to the repair of engines and

machinery of wooden ships where the estimated cost of such repair shall exceed thirty per cent. of the estimated cost of new engines and machinery of the same character and power. That four hundred thousand dollars of the above amount, or so much thereof as may be necessary, shall be applied by the Secretary of the Navy to the following objects, namely: Under the Bureau of Construction and Repair: To building and fitting the turrets and pilot-house of the iron-clad steamer Miantonomoh; and to the launching to the best advantage with such necessary attachments and appliances as will render redocking of the ships unnecessary, of the iron-clad steamers Monadnock, Puritan, Amphitrite, and Terror; and that no further steps shall be taken or contracts entered into or approved for the repairs or completion of any of the four iron-clads aforesaid until the further order of Congress; and the Naval Advisory Board, created by this act, is directed to report to the Secretary of the Navy in detail by the first day of December, eighteen hundred and eighty-two, as to the wisdom and expediency of undertaking and completing the engines, armor, and armaments of said iron-clads, and whether any changes in the original plan or plans should be made, together with the cost of the completion of each according to the plans recommended, if the completion of any of them is recommended; and the said Secretary shall transmit said report to Congress at its next session with his recommendation thereon, and that any part of the appropriation for said bureau not used as above specified may be applied toward the construction of engines and machinery of the two new cruising vessels provided for in this act. * * *

SEC. 2. That it shall be the duty of the Secretary of the Navy, as soon as may be after the passage of this act, to cause an account to be taken of the stock of stores and supplies pertaining and belonging to the several bureaus of the Navy Department, in which account shall be stated the original cost of each article and the date of purchase, so far as the same is known, and cause an appraisal of the present value of such stores and supplies to be made and entered in such account; and said appraised value, when so entered, shall hereafter be the price at which they shall be charged in accounting with the several bureaus. Such appraisal shall be made by boards of officers of the Navy to be designated by the Secretary; and all such stores and supplies as shall be found by boards of appraisers to be unserviceable for use in the Navy, shall be condemned and sold in the manner hereinafter provided for the sale of old materials, and the proceeds thereof, after deducting the cost of such appraisal, condemnation, and sale, shall be paid into the Treasury. And no old material of the Navy shall hereafter be sold or exchanged by the Secretary of the Navy, or by any officer of the Navy, which can be profitably used by reworking or otherwise in the construction or repair of vessels, their machinery, armor, armament, or equipment; but the same shall be stored and preserved for future use. And when any such old material cannot be profitably used as aforesaid, the same shall be appraised and sold at public auction after public notice and advertisement shall have been given according to law under such rules and regulations and in such manner as the said Secretary may direct. The net proceeds arising from the sales of such old materials shall be paid into the Treasury. It shall be the duty of the Secretary of the Navy annually to report in detail to Congress, in his annual report, the proceeds of all sales of materials, stores, and supplies, made under the provisions of this act, and the expenses attending such sales. It shall also be the duty of the Secretary of the Navy, as soon as may be after the passage of this act, to cause to be examined by competent boards of officers of the Navy, to be designated by him for that duty, all vessels belonging to the Navy not in actual service at sea, and vessels at sea as soon as practicable after they shall return to the United States, and hereafter all vessels on their return from foreign stations, and all vessels in the United States as often as once in three years, when practicable; and said boards shall ascertain and report to the Secretary of the Navy, in writing, which of said vessels are unfit for further service, or, if the same are unfinished in any navy-yard, those which cannot be finished without great and disproportionate expense, and shall in such report state fully the grounds and reasons for their opinion. And it shall be the duty of the Secretary of the Navy, if he shall concur in opinion with said report, to strike the name of such vessel or vessels from the Navy Register and report the same to Congress.

SEC. 3. No officer of the Navy whose pay is appropriated for in this bill shall be employed on any shore duty after October first, eighteen hundred and eighty-two, unless the Secretary of the Navy shall determine that the employment of an officer on such duty is required by the public interests, and shall so state in the order of employment, and also the duration of such service, beyond which time it shall not continue.

Approved, August 5, 1882.

ORDER.

August 14, 1882.

The Navy Department and offices connected therewith in Washington will be closed at 3 o'clock P. M. from the 15th of August to the 15th of September, 1882.

J. G. WALKER,
Acting Secretary of the Navy.

CIRCULAR.

October 7, 1882.

Access to the records and information of each Bureau should ordinarily be freely given, without formality, to the other Bureaus and their officers and clerks. If access to records, or information deemed confidential by the Chief of the Bureau containing them, is sought, such access may be refused until the question is submitted to the Secretary and considered and decided.

Information which might possibly be confidential should only be asked for by the Chief of the Bureau, and not by any subordinate; and should be requested from the Chief of the Bureau holding its possession, and not from any subordinate.

Good judgment and good nature will be likely always to determine any differences, without raising questions for the decision of the Secretary.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 301.

October 21, 1882.

Extended trials in the service having demonstrated the advantages and superiority of the Very System of Night Signals, they are adopted for use in the Navy.

The following Auxiliary Signals and Rules will be inserted in the U. S. Naval Signal Book, namely:

DANGER OR DISTRESS: *A red star, made and repeated as a "call," without a rocket.*

TELEGRAPHIC SIGNAL: *Indicated by a bracketed pair of stars followed by a rocket, immediately after the "message call" has been answered.*

GEOGRAPHICAL SIGNAL: *Indicated by two (2) rockets in succession, followed by the signal.*

RULE XI.—In making signals for time, latitude, and longitude, when the minutes are less than ten (10), the zero must be made before the unit.

RULE XII.—All exploded caps must be driven out as soon as practicable after firing.

That paragraph on Plate III, U. S. Naval Signal Book, which directs that a gun and rocket shall be used to indicate danger, is annulled.

Hereafter the Coston lights will not be used for signaling.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 302.

December 12, 1882.

The attention of commanding and other officers is called to the act of Congress, approved August 5, 1882, which provides that vacancies in the lower grades of the Line, Engineer Corps, and Marine Corps shall hereafter be filled by appointments to be made from the graduates of the Naval Academy, at the conclusion of their six years' course, and in the order of merit as shall be determined by the Academic Board of the Naval Academy.

The above applies to all naval cadets who have not completed the prescribed six years' course of instruction.

In order that naval cadets who have completed the four years' course of study at the Naval Academy shall have equal opportunities to prepare for their final examination, it is ordered that those who have been doing duty as cadet engineers shall, in addition to those duties, be assigned to deck and division duties, and shall be given every opportunity to acquire a knowledge of navigation, gunnery, and seamanship, as well as of steam engineering; and that those who have been doing duty as cadet midshipmen shall, in addition to those duties, be given the duties in the fire and engine-rooms hitherto performed by cadet engineers.

All naval cadets will, at the end of their six years' course, be finally examined at the Naval Academy by the Academic Board.

The duty performed by each naval cadet shall be specified in the column of "Remarks," already provided on the Quarterly Returns called for by General Order No. 290.

Commanding officers of naval vessels are charged with the execution of this order, which affects naval cadets who appear as cadet midshipmen on pages 25, 26, and 27, Navy Register of July 1, 1882, beginning with and junior to John L. Schock; and those who are designated cadet engineers on pages 39 and 40 of the same Register, beginning with and junior to Jay M. Whitham.

Commanding officers are directed to inform the Department of the date of the receipt of this order.

The attention of commanding officers is also called to paragraph 143, page 51, and paragraphs 3, 4, and 5, page 65, Navy Regulations, edition of 1876. These Regulations will be strictly enforced.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 303.

December 12, 1882.

Hereafter, fleet officers will not be appointed to a squadron or station unless there shall be six or more cruising vessels attached to such squadron or station, and the number of enlisted men shall exceed six hundred.

WM. E. CHANDLER,
Secretary of the Navy.

OFFICIAL NOTICE.

February 2, 1883.

The President will receive the officers of the Navy and Marine Corps in the District of Columbia, and the ladies of their families, at the Executive mansion on Tuesday, the 6th inst., from 9 until 11 o'clock p. m.

Officers are requested to appear in special full-dress uniform.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 304.

March 10, 1883.

In the pay table of the Navy Register for January, 1883, the pay of naval cadets is not fully and correctly stated. The annual rate of pay allowed to naval cadets per act of August 5, 1882, is that which was formerly allowed by law to cadet midshipmen, viz., after leaving the Academy, at sea in other than practice ships, nine hundred and fifty dollars; on shore duty, five hundred dollars; and on leave or waiting orders, five hundred dollars.

WM. E. CHANDLER,
Secretary of the Navy.

CIRCULAR.

March 23, 1883.

The Department confirms its telegram to you of the 20th inst., which was in the following words:

"Continue the present eight hours of labor until otherwise ordered."

The hours of labor should be from 8 to 12 m. and from 1 to 5 o'clock p. m.

WM. E. CHANDLER,
Secretary of the Navy.

To the Yards.

CIRCULAR.

March 31, 1883.

Continue to pay wages according to present schedules until further orders.

WM. E. CHANDLER,
Secretary of the Navy.

To the Yards.

GENERAL ORDER, No. 305.

March 31, 1883.

By the act of Congress making appropriations for the naval service, and for other purposes, approved March 3, 1883, the title of the grade of master is changed to that of lieutenant, the masters now on the list to constitute a junior grade of, and be commissioned as, lieutenants, having the same rank and pay as now provided by law for masters; and the title of the grade of midshipman is changed to that of ensign, the midshipmen now on the list to constitute a junior grade of, and be commissioned as, ensigns, having the same rank and pay as now provided by law for midshipmen.

The officers designated by this act as lieutenants and ensigns will be hereafter recognized accordingly, but until further promotion their uniform will remain the same as required by existing regulations.

WM. E. CHANDLER,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 33.

June 4, 1883.

Coasters' Harbor Island having been ceded and conveyed to the United States by the State of Rhode Island, the naval training-station at that place is hereby permanently established.

The training system, including the station and training-ships, will be under the immediate supervision of the Bureau of Equipment and Recruiting, and official correspondence with the Navy Department, in connection therewith, will be forwarded through that Bureau.

The commanding officer of the station will superintend all improvements and work at the station, submitting with his approval all necessary requisitions. He will also have command of the cruising training-ships.

A suitable vessel will remain permanently at the station for the training of boys. Cruising training-ships will be commissioned by the Department, as may be necessary, and they will cruise at sea not less than eight months in each year, during one of which months they may cruise together as a squadron.

The routine of studies and training will be so arranged that a sufficient number of boys will be ready at all times for transfer to men-of-war cruisers when they may be put in commission.

The boys will be under training not less than ten months, and if at the end of twenty months they are not qualified for transfer to a cruising vessel, they may be discharged from the service.

As the law authorizes the enlistment of 750 boys annually, that number will, as far as practical, be kept under training.

No apprentices, nor any of the personnel attached to the institution, shall be quartered on shore.

All general orders and circulars, or portions thereof, which conflict with the foregoing, are hereby rescinded.

WM. E. CHANDLER,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 34.

June 16, 1883.

When diplomatic representatives of the United States of the rank of and above that of *chargé d'affaires* visit naval vessels, the "union jack" shall be worn in the bows of the boats in which they take passage.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 306.

June 23, 1883.

When naval cadets are detailed to perform the duties of clerks to commanding officers the term of duty shall not continue longer than three months in any one year.

All officers detailed as clerks shall be required to keep watch during the time that their ships are cruising.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 307.

July 5, 1883.

Naval officers attached to cruising war-vessels, especially commanding officers, are expected to leave their families at their usual or fixed places of abode, and not to attempt to transfer them to more convenient visiting points. Officers disregarding this injunction will be liable to be relieved from duty.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, NO. 308.

July 16, 1883.

The regulations for the uniforms of officers of the United States Navy, bearing date January 22, 1883, will not go into effect until the Department so orders.

EDWARD T. NICHOLS,
Acting Secretary of the Navy.

CIRCULAR No. 23.

October 11, 1883.

Hereafter all requests for surveys on the hull, spars, boats, furniture, machinery, or equipments of vessels of the Navy in commission, lying at navy yards, must be submitted to the appropriate Bureau before the survey is ordered; except in cases of emergency, when the survey may be ordered by the commandant.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, NO. 309.

October 15, 1883.

All communications to the Navy Department from officers of the Navy, excepting only such as relate strictly to the specific duties of the various Bureaus, as defined in General Order No. 293, dated March 30, 1882, will be addressed to the Secretary of the Navy.

General Order No. 278, dated November 28, 1881, and all orders or regulations conflicting with this order are hereby rescinded.

WM. E. CHANDLER,
Secretary of the Navy.

CIRCULAR LETTER.

October 16, 1883.

SIR: You will please furnish, as soon after the 16th of November, 1883, as possible, the information asked for herein, to be made up for that day, viz:

I. List of the commissioned or warranted officers of the Navy, Marine Corps, on shore duty at your station, including receiving-ships and tugs and Navy pay officers, giving name and rank, with a memorandum of the duty on which they are severally engaged.

II. Statement of the number of petty officers and enlisted men of the Navy and Marine Corps at the station.

III. List of all the civil employ  s, including foremen, and all persons not ordinary mechanics or workmen, at the station, given consecutively, in order of bureaus, with name, occupation, compensation, and appropriation from which each is paid, and their pay for one day.

IV. Statement of the number of all other persons employed at the station, in order of the bureaus, classified, and with the title of the pay-roll for the day in each class.

You will also furnish a concise, specific statement of all the work being performed at the station on or for vessels-of-war.

In furnishing the above information you will be guided by the inclosed forms.

WM. E. CHANDLER,
Secretary of the Navy.

To Commandants of Navy Yards.

U. S. NAVY REGULATION CIRCULAR, NO. 35.

October 23, 1883.

Paragraph 8, page 147, of the Navy Regulations of 1876, is amended so as to read as follows:

They may deliver articles to vessels in commission upon requisitions, if not in excess of the allowance, signed by the commanding officer of the vessel and approved by the senior officer present in command of such vessels and by the commandant of the navy yard. When in excess of the allowance, the requisitions must be submitted to the appropriate Bureau for its approval, unless in cases of emergency, under which latter circumstance the issues may be made and the necessity therefor reported by the commandant promptly to the Bureau.

Requisitions for medical supplies must be approved by the Bureau of Medicine and Surgery, unless to supply some article for which there is immediate demand.

WM. E. CHANDLER,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 36.

Relative to the examination of candidates for appointment as Assistant Naval Constructors, in addition to those provided for by sections 1403 and 1522 of the Revised Statutes.

October 29, 1883.

Any person desiring to appear before the Board for examination must furnish the Department with favorable testimonials or certificates received from the person from whom he learned his profession, or from naval constructors under whom he may have served in a navy yard, both as to professional qualifications and moral character.

Should the testimonials be satisfactory to the Department, the candidate will receive permission to appear before the Board of Examiners.

Candidates must not be less than 24 nor more than 30 years of age; must be free from physical defects, and must have passed an examination before a Board of Naval Medical Officers, who will furnish the Board of Examiners with a certificate of the physical fitness of each candidate.

Examinations shall be in writing, but the Board will examine the candidates orally on points involved in the written examination, should it be deemed advisable.

Candidates will be examined in the following subjects:

1. Testimonials.
2. Drawing. Satisfactory evidence must be produced of skill in ship-drawing, an original design preferred.
3. Arithmetic, algebra, geometry, plane trigonometry, analytical geometry, differential and integral calculus.
4. Applied mathematics, mechanics, strength of materials, hydraulics and hydrostatics.
5. PHYSICS.—Heat, light, electricity, and magnetism. CHEMISTRY.—General principles and laws, qualitative analysis.
6. Reading, writing, and speaking French.
7. Ship-design and calculations.
8. Descriptive geometry and laying off.
9. Steam and steam engineering.
10. Practical ship-building.

VALUATION OF SUBJECTS.

No. 1.....	20	Carried forward.....	500
No. 2.....	75	No. 7.....	175
No. 3.....	150	No. 8.....	75
No. 4.....	200	No. 9.....	75
No. 5.....	30	No. 10.....	175
No. 6.....	25		
	<hr/> 500	Total	<hr/> 1,000

Lowest satisfactory, 600.

SCOPE OF EXAMINATION.

3. Two sets of questions in mathematics will be given, the first embracing questions and problems in arithmetic, requiring a knowledge of notation and numeration, tables of money, weights, and measures in common use, both English and French; the relation between them; properties of numbers, arithmetical analysis; examples in percentage and interest; extraction of square and cube roots; a knowledge of algebra, including quadratic equations, arithmetical and geometrical progressions, the binomial theorem, logarithmic series, the properties of logarithms and problems involving the use of logarithmic tables.

Plane geometry.—Definitions, propositions, and problems.

Plane trigonometry.—Measurement of angles by degrees, and circular measure; explanation of and problems involving trigonometric ratios and formulas; the solution of triangles.

The second set of questions will embrace analytical geometry. Explanation of co-ordinates, rectangular and polar, and the transformation of co-ordinates; the derivation and use of equations of the straight line and the conic sections; properties of the general equation of the second degree.

Differential calculus.—Differentials of simple and complex algebraic and transcendental functions, maxima and minima of functions of a single variable, simple curve tracing, tangents, and asymptotes, Maclaurin's Theorem.

Integral calculus.—The ordinary methods of integration and their application to finding lengths of curves; the areas, surfaces, and the volumes of solids; centers of gravity and moments of inertia.

APPLIED MATHEMATICS.

4. Two sets of questions will be set upon the subjects included under this head, mainly consisting of definitions and practical problems.

The first set will include statics; composition and resolution of forces acting upon a particle; the parallelogram of forces, couples, and moments; parallel forces, centers of gravity, ordinary statical examples, laws of friction.

Dynamics.—Laws of motion, time of vibration of the simple and the compound oscillating pendulum, laws of impact, equation of work.

Statics of structures; the determination of stress on bars of simple frames and trusses, analytically and graphically. Theory of machines, teeth of wheels.

The second set of questions will include hydrostatics and hydraulics; fluid transmission of pressure, total pressure, and centers of pressure.

Bernoulli's Theorem: Flow through orifices, fluid friction on surfaces and in pipes, losses of head, action of jets on fixed and moving surfaces, the jet propeller, the action of paddles, centrifugal pumps and turbines, the action of the screw-propeller.

Strength of materials; definition of strength, elasticity, changes of form under stress. Hooke's law, modulus of elasticity, strength of a thin hollow sphere and cylinder, strength and flexure of loaded beams, strength of shafts under torsion, resistance to impact and repeated stresses.

5. *Physics.*—Specific gravity, elasticity of gases, Boyle's law, pressure of the atmosphere, barometers.

Heat.—Expansion of solids, liquids, gases and vapors, thermometers, changes of state of matter, latent heat and specific heat, absorption and radiation, mechanical equivalent of heat. Light, reflection and refraction, lenses and prisms, theory of simple optical instruments.

Magnetism.—Magnets, terrestrial magnetism, magnetic elements, variation of the needle, laws of magnetic attraction and repulsion. Deviation of the compass produced by permanent magnetism of ships, classification of this deviation and method of compensation, effect of soft iron in vicinity of the compass.

Electricity.—Frictional electricity, electrical units of quantity, induction, the action of condensers, capacity, simple machines, batteries, measurement of currents, electrical units, effects of currents, electro-dynamics, attraction and repulsion of currents, &c., magneto-electricity.

7. SHIP DESIGN AND CALCULATIONS.

Derivation and use of rules for determining areas and volumes; their application to polar co-ordinates.

Definition of terms, and derivation and use of formulas for determining displacement, center of buoyancy, center of gravity, metacenter, tons per inch of immersion, tonnage, statical and dynamical stability of ships, the conditions of equilibrium, metacentric heights, explanation of stiffness and steadiness.

Effect on stability of change of position of weights, moment to trim ship one inch or heel her one degree. Effect on stability of grounding or docking. Curves of stability, their calculation, features of same and how influenced by form and dimensions of ships. Rudders and steering of ships.

Explanation of dynamical stability, and its relation to the area, the center of effort, and distribution of sails.

Candidates who show a knowledge of oscillations of ships in still water and among waves, and the theory of waves, will be examined thereon, and the paper will be given an increased weight accordingly.

8. DESCRIPTIVE GEOMETRY.

Problems and propositions in orthographic projections of lines, to find angles and distances between straight lines, problems involving the intersection of lines and planes, the intersection of planes with surfaces, the intersection of surfaces generated by straight lines, and the development of surfaces.

LAYING OFF.

Description of laying down in the mould-loft, fairing, &c., beam-moulds, to lay off and level a cant timber, moulds for longitudinals in iron ships, &c.

9. STEAM AND STEAM ENGINEERING.

Physical properties of steam, heat required to produce steam of different temperatures, convertibility of heat and work, the advantages of expansion; to obtain I. H. P. of an engine from an indicator card, explanation of the features of the card, losses of work in the steam-engine, efficiency of the steam-engine theoretically and practically.

Combustion of coal, its calorific value, the amount of air required for perfect combustion. Outline sketches of the various types of marine engines, their usual weights, &c., types of valves, practical losses of efficiency in marine engines, the advantages of the compound engine, types of marine boilers, and types of screw-propellers.

10. PRACTICAL SHIP-BUILDING.

Framing of merchant and war-steamships of different types and sizes, with scantlings and methods of construction; advantages and disadvantages of the different types; the development of ship construction and the reason for changes; tonnage laws and their effects.

Work in the building-yard, disposition of work, machinery, tools, and supplies, organization of labor, internal structural arrangement of ship, water-tight subdivisions, ventilation and drainage, strengthening in special cases, calculation of weight and center of gravity of the ship, sketches of details of iron ships, methods of securing armor, adjustment of ship's blocks, launching ways, &c.

WM. E. CHANDLER,

Secretary of the Navy.

GENERAL ORDER, No. 310.

November 7, 1883.

The following Executive Order is published for the information and guidance of all concerned.

EDWARD T. NICHOLS,

Acting Secretary of the Navy.

EXECUTIVE MANSION,

Washington, D. C., November 5, 1883.

The pay of the petty officers and enlisted men of the United States Navy, on and after the 1st of January, 1884, will be as follows:

Rating.	Monthly pay.	Rating.	Monthly pay.
Seamen-gunners	\$34 00	Firemen, first class	35 00
Chief boatswain's mates	35 00	Firemen, second class	30 00
Boatswain's mates	30 00	Coal-heavers	22 00
Chief gunner's mates	35 00	Apothecaries	60 00
Gunner's mates	30 00	Yeomen, paymasters'	60 00
Chief quartermaster	35 00	Yeomen, equipment	60 00
Quartermasters	30 00	Yeomen, engineer's	60 00
Cockswains	30 00	Master-at-arms	65 00
Captains of forecastle	30 00	Schoolmasters	45 00
Captains of tops	30 00	Ship's writers	45 00
Captains of afterguard	27 00	Ship's printers	40 00
Quarter gunners	27 00	Ship's tailors	30 00
Carpenters' mates	40 90	Ship's barbers	30 00
Sailmakers' mates	40 00	Painters	30 00
Machinists, first class	70 00	Cabin stewards	37 00
Machinists, second class	60 00	Cabin cooks	32 00
Machinists, third class	50 00	Wardroom stewards	37 00
Blacksmiths	60 00	Wardroom cooks	37 00
Armors	45 00	Steerage stewards	25 00
Captains of hold	30 00	Steerage cooks	22 00
Ship's cooks	35 00	Warrant officers' steward	24 00
Ship's corporals	28 00	Warrant officers' cooks	20 00
Ship's lamplighters	25 00	Steward to commanders-in-chief	45 00
Jack of the dust	22 00	Cooks to commanders-in-chief	40 00
Carpenters and caulkers	25 00	Cockswains to commanders-in-chief	35 00
Baymen	18 00	Steward to commandants, navy yards	45 00
Seamen	24 00	Cooks to commandants, navy yards	40 00
Ordinary seamen	19 00	Cockswains to commandants, navy yards	35 00
Landsmen	16 00	Masters of bands	52 00
Boys	10 00	Musicians, first class	32 00
Ordinary seamen, second class (apprentice)	15 00	Musicians, second class	30 00
Apprentices, first class	11 00	Buglers	33 00
Apprentices, second class	10 00	Electricians	50 00
Apprentices, third class	9 00		

CHESTER A. ARTHUR.

GENERAL ORDER, No. 311.

November 15, 1883.

The following corrections of typographical errors in the Executive Order of November 5, 1883, promulgated in General Order No. 310, of November 7, 1883, are hereby made, viz: The pay of carpenters' mates will read \$40.00 instead of \$40.90, and the pay of wardroom cooks will read \$32.00 instead of \$37.00.

EDWARD T. NICHOLS,

Acting Secretary of the Navy.

GENERAL ORDER, No. 312.

November 24, 1883.

On and after January 1, 1884, General Order No. 208, of April 1, 1876, will be superseded, and the pay of the crews of receiving-ships will be regulated by General Order No. 310, of the Navy Department, dated November 7, 1883.

WM. E. CHANDLER,

Secretary of the Navy.

GENERAL ORDER, No. 313.

November 24, 1883.

The rates of finisher, boiler-maker, engineer's blacksmith, armorer's mate, cooper, ship's baker, and second-class painter, being abolished by Executive Order, dated November 5, 1883, and promulgated in General Order No. 310, of the Navy Department, dated November 7, 1883, men holding those ratings in the service on December 31, 1883, will be disposed of as follows, viz: Finishers serving on sea-going or other vessels to be rated first-class machinists; those available on receiving-ships and in hospital to be rated second-class machinists. Boiler-makers serving on sea-going or other vessels to be rated second-class machinists; those available on receiving-ships and in hospitals to be rated third-class machinists. Engineer's blacksmiths and ship's blacksmiths serving on sea-going or other vessels to stand a competitive examination as to their qualifications to perform general blacksmithing work, and those found most capable to be retained as blacksmiths; all others to be discharged from the service, giving such as are entitled thereto the same benefits they would receive had they served out the full term of enlistment. Armorer's mates, coopers, ship's bakers, and second-class painters to be discharged to landsmen, or discharged from the service should they so elect.

The rates of seaman, E. F., and ordinary seaman, E. F., are also abolished, and on and after January 1, 1884, men for the engineer's force will be enlisted as first and second-class firemen and coal-heavers. Seamen, E. F., and ordinary seamen, E. F., in the service on that date will be rated first and second-class firemen, respectively.

All men discharged by this order are to be sent to the United States by the first public opportunity, if serving abroad, unless they desire their discharge on the station.

WM. E. CHANDLER,

Secretary of the Navy.

GENERAL ORDER, No. 314.

December 1, 1883.

Speed, turning, and maneuvering trials for vessels of the United States Navy.

NOTE.—This is too voluminous an order to put in this book, but can be had by application to the Navy Department.

U. S. NAVY REGULATION CIRCULAR, No. 37.

December 18, 1883.

The Department is informed by the Superintendent of the Naval Academy that the majority of the letters given by commanding officers to naval cadets during their service afloat are of little assistance to the Academic Board in forming an estimate of the aptitude of the cadets for the naval service. Commanding officers will therefore submit to the Department quarterly reports, in duplicate, according to the annexed form.

Blank forms will be supplied by the Department for these reports, which are intended to take the place of the letters from commanding and executive officers now required by the U. S. Navy Regulations.

WM. E. CHANDLER,

Secretary of the Navy.

Report of Naval Cadets attached to the U. S. S. ———, ——— Rate, ——— Station, for quarter ending ———, 188 .

Scale of marks: "Excellent;" "very good;" "good;" "tolerable;" "indifferent;" "bad;" "complete failure."

(No other terms shall be used.)

NAME OF CADET.	PERFORMANCE OF DUTIES.			Attention to duty.	Conduct.	REMARKS. (Any remarks that may assist the Board in forming its opinion of a cadet should be placed in this column.)
	As officer of watch, top and boat, and as mate of deck or hull.	As officer of division.	In engine and fire-rooms.			

Respectfully submitted,

To the HON. SECRETARY OF THE NAVY,

Washington, D. C.

———, *Commanding.*

GENERAL ORDER, No. 315.

January 5, 1884.

The rating of electrician, the pay of which was fixed by Executive Order of November 5, 1883, promulgated in General Order No. 310, dated November 7, 1883, is hereby abolished.

WM. E. CHANDLER,
Secretary of the Navy.

NOTICE.

January 7, 1884.

In order to facilitate the despatch of the mails by the postmasters, it is desirable that the "penalty clause" be stamped on the upper right-hand corner of the envelope, as it is now the practice to cancel such stamps.

By direction of the Secretary of the Navy.

JOHN W. HOGG,
Chief Clerk.

GENERAL ORDER, No. 316.

January 14, 1884.

General Order No. 241, dated February 12, 1879, is hereby rescinded.

Pay officers of ships and squadrons will render *monthly*, to each Bureau of the Navy Department, abstracts of public bills, *with vouchers*, in lieu of the quarterly abstracts heretofore rendered in accordance with Form 22, page 195, Regulations relating to the Pay Department, U. S. Navy.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 317.

January 22, 1884.

For the purpose of complying with the rulings of the Postmaster General under the several acts relative to the use of penalty envelopes, it is hereby directed that all such envelopes used for official correspondence emanating from the Navy Department, branches, or offices thereof, shall bear the words "Navy Department," in addition to the name of the Bureau, office or officer, as the case may be, and the penalty clause; and that the penalty clause shall appear on the upper right-hand corner of the envelope.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 318.

February 19, 1884.

To facilitate the transmission and delivery of mail matter addressed to persons in the naval service, the following information embraced in a communication from the Postmaster General to the Secretary of the Navy is promulgated:

1. *Mail matter deliverable in any part of the United States or Canada.*

Letters deliverable in any part of the United States or Canada, addressed to the care of the Navy Department, if prepaid one full rate of postage, can be redirected and mailed, no *additional prepayment* of postage being required. In case of only *partial prepayment* the deficient postage is collectible at the post office where the letters are finally delivered, or it may be paid with the official stamps of the Navy Department. Other mail matter must be fully prepaid. If, however, through inadvertence on the part of postal officers, such matter reaches the Navy Department, it may have the deficient postage supplied with official stamps and be readdressed and mailed.

2. *Mail matter deliverable abroad within the Postal Union.*

All *letters* coming to the Navy Department for persons in the naval service, whose *place of address is in foreign countries within the Postal Union*, may be simply redirected and deposited in the post office in Washington. To insure their transmission to the Navy Department, however, one full rate of domestic postage must be prepaid. On arriving at their destination double the deficient postage, allowance being made for whatever amount has been paid in this country, will be collected. If full prepayment, that is to say five cents per half ounce, has been made by the senders of the letters, nothing will be collected on final delivery. Navy Department official stamps are not valid within the Postal Union.

Mail matters, other than *letters* for countries within the Postal Union, must be fully prepaid. Such matter addressed to the care of the Navy Department when unpaid or partially prepaid must be sent to the Dead-Letter Office.

3. *Mail matter addressed to persons not within the Postal Union.*

Mail matter addressed to the care of the Navy Department for persons whose place of address is within a *non-union* country, where *full payment is not* required, may be redirected and deposited in the post office; the deficient postage, if any, can be paid by Department stamps or be collected at the place of final delivery. Where *full payment* is required, but not made, the necessary amount of postage must be paid, for which the Navy Department stamps may be used, or the matter must be sent to the Dead-Letter Office. To insure transmission from the sender to the Navy Department, one full domestic rate of postage must be prepaid on letters and full prepayment on other matter.

4. *Mail matter* addressed to the care of the Navy Department, but properly deliverable by the U. S. consul at Colon, Panama, or Shanghai, may be redirected to the care of the consul and forwarded through the post office in Washington. The postage on such matter should be fully prepaid; if not by the sender, then the stamps of the Navy Department will be receivable for the deficiency. As stated in the two preceding paragraphs, letters must be prepaid by the sender with one full rate of domestic postage to insure transmission to Washington; other matter must be fully prepaid at domestic rates.

5. *Soldiers, Sailors, and Marines' unpaid letters.*

Section 179 of the Postal Laws and Regulations provides: Letters written by non-commissioned officers and privates in the military service, or in the naval service (embracing the Marine Corps), on which the postage is not prepaid, must be plainly marked on the outside, over the address, "Soldier's letter," "Sailor's letter," or "Marine's letter" (as the case may be), and this certificate signed, with his official designation, by a field or staff officer of the regiment to which the soldier belongs, or by the officer in command of his detachment or of the post, or by a surgeon or chaplain at a hospital. In the Navy or Marine Corps the certificate must be signed by the officer in command of the vessel, or by a chaplain or surgeon on board, or by the officer commanding a detachment of marines on shore. All unpaid letters of soldiers, sailors or marines, duly certified, must be forwarded to their destination, charged with the amounts of postage due at single rates only, to be collected on delivery.

The Navy Department is endeavoring to facilitate, as far as possible, the transmission of mail matter to persons in the naval service, and its action in that direction has secured the co-operation of the Post Office Department as above indicated. As the redirecting of mail matter sent to the care of the Department involves much time and attention, to avoid this parties should, when practicable, send their mail matter directly to its destination prepaying the full amount of postage required, and not send it to the care of the Navy Department, or require it to use its official stamps.

WM. E. CHANDLER,
Secretary of the Navy.

CIRCULAR NO. 24.

May 16, 1884.

The following signals will be added to the Naval Signal Book :

- 6370—Uniform..special full-dress.
- 6371—Uniform..full-dress.
- 6372—Uniform..social full-dress.
- 6373—Uniform..dress.
- 6374—Uniform..undress.
- 6375—Uniform..service-dress.
- 6376—Uniform..overcoats.
- 6377—Uniform..white coats.
- 6378—Uniform..white trousers.
- 6379—Uniform..helmets.

In signals prescribing the uniform to be worn, the numbers designating *special full-dress*, *full-dress*, *social full-dress*, *dress*, *undress*, and *service-dress*, shall be used when *all blue* is to be worn.

If *overcoats*, *white coats*, *white trousers*, or *helmets* are to be worn, a second signal shall follow.

WM. E. CHANDLER,
Secretary of the Navy.

To be pasted on page 472 of the Signal Book.

6370	UNIFORM..special full-dress.		
6371	Uniform..full-dress.	WEAR FULL-DRESS.	3963
6372	Uniform..social full-dress.		
6373	Uniform..dress.		
6374	Uniform..undress.	WEAR UNDRRESS.	3964
6375	Uniform..service-dress.		
6376	Uniform..overcoats.		
6377	Uniform..white coats.		
6378	Uniform..white trousers.		
6379	Uniform..helmets.		

To be pasted opposite the word Uniform on page 468, Signal Book.

	UNIFORM—refer to page 472.		
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GENERAL ORDER, No. 319.

May 19, 1884.

The closing sentence in paragraph 2 of General Order No. 313, of November 24, 1883, should read as follows: Seamen, E. F., ordinary seamen, E. F., and *landsmen serving in the Engineer's Force*, in the service on that date, will be rated first and second-class firemen and coal-heavers, respectively.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 320.

June 3, 1884.

General Order No. 252, issued under date of July 7, 1880, is so far modified that, in the future, all boats will be painted white outside.

WM. E. CHANDLER,
Secretary of the Navy.

CIRCULAR LETTER.

July 9, 1884.

Commanding officers of navy yards or stations are informed that in no case should an officer or employé in a navy yard or at a station, who cannot be appointed without the approval of the Chief of the Bureau or the authority of the Department, be removed without like approval or authority.

In any case where the dismissal of any such officer or employé is believed by the commanding officer to be necessary or proper, he will report to the Chief of the proper Bureau or to the Department, as the case may be, his reasons for such belief, and await instructions; in the mean time he may, in his discretion, suspend the officer or employé referred to in such report.

Very respectfully,

WM. E. CHANDLER,

Secretary of the Navy.

To Commanding Officers of all Yards and Stations.

U. S. NAVY REGULATION CIRCULAR, No. 38.

July 10, 1884.

In order that the Naval Academy records of the physical condition of naval cadets may be complete, and that the Board of Medical Officers making the physical examination of cadets before final graduation, at the completion of the six years' course, may have all necessary information, it is directed that when naval cadets are detached from sea-going vessels, either by transfer to other vessels, to return to the United States, or upon the completion of a cruise, the senior medical officer shall forward duplicate reports to the Navy Department of the physical condition of the naval cadets during their service on board said vessels, and at its termination; also a full account of all cases of serious illness or injuries that may have occurred to them.

WM. E. CHANDLER,

Secretary of the Navy.

GENERAL ORDER, No. 321.

August 5, 1884.

The Navy Department announces to the service the safe arrival at Portsmouth, N. H., on the 1st of August, of the *Thetis*, *Bear*, and *Alert*, composing the Arctic Relief Squadron, after having successfully accomplished the object of their mission, in the rescue of Lieutenant Greely of the Army, and the other survivors of his party.

The Department extends its cordial and earnest congratulations to Commander Schley, commanding the expedition, and to the officers and men of his command, upon the distinguished success of their efforts, and takes this occasion of publicly commending the courage, zeal, and judgment with which they executed their difficult and dangerous duty.

The names of the officers and men of the vessels of the Relief Squadron form a part of this order.

WM. E. CHANDLER,

Secretary of the Navy.

List of officers attached to the U. S. S. Thetis, 1884.

NAME.	RANK.
W. S. Schley	Commander, commanding Greely Relief Expedition.
U. Sebree	Lieutenant.
E. H. Taunt	Lieutenant.
S. C. Lemly	Lieutenant (junior grade).
W. I. Chambers	Ensign, on board the S. Loch Gary.
C. H. Harlow	Ensign.
G. W. Melville	Chief engineer.
E. H. Green	Passed assistant surgeon.

List of men attached to the U. S. S. Thetis, 1884.

NAME.	RATE.
James W. Norman	Ice master.
John W. Powers	Yeoman (acting captain of hold and paymaster's yeoman).
W. A. Coffin	Ship's cook (acting boatswain's mate).
George Harvey	Boatswain's mate.
E. W. Walker	Boatswain's mate (acting quartermaster).
Joseph Mitre	Captain of top.
John Manin	Captain of top and quartermaster.
John Cross	Quartermaster.
John McLeod	Quartermaster.
Christian Polson	Carpenter's mate.
Walter Booth	First-class machinist.
James Francis	First-class machinist.
Adam Stitt	Blacksmith.
George von Spreckelson	Third-class machinist (enlisted at St. Johns, N. F., for cruise).
W. J. Fisher	First-class fireman.
William Griffin	First-class fireman.
F. F. Taylor	Seaman.
P. W. Johnson	Seaman.
Michael Hickey	Seaman.
Bartley Cook	Seaman.
F. F. Baggerson	Seaman.
John McDonald	Seaman.
George E. Yewell	Seaman.
Thomas Maloney	Seaman (acting ship's cook).
Carl Wasdon	Seaman (acting sailmaker's mate).
Charles Tong Sing	Cabin steward.
Max Tyron	Cabin cook.
C. Nilson	Seaman, on board the S. Loch Garry.
J. B. Larson	Seaman, on board the S. Loch Garry.

List of officers attached to the U. S. S. Bear, 1884.

NAME.	RANK.
W. H. Emory, jr.	Lieutenant commanding.
F. H. Crosby	Lieutenant.
J. C. Colwell	Lieutenant.
N. R. Usher	Lieutenant.
L. K. Reynolds	Ensign.
John Lowe	Chief engineer.
H. E. Ames	Passed assistant surgeon.

List of men attached to the U. S. S. Bear, 1884.

NAME.	RATE.
F. Ash	Ice master.
John Quevedo	Boatswain's mate.
Arthur Lloyd	Boatswain's mate.
Hugh Brock	Quartermaster.
D. H. Keenan	Quartermaster.
James F. Burke	Captain of top.
C. J. Carlson	Captain of top.
J. C. Evans	Yeoman.
Joseph B. Fletcher	Carpenter's mate.
John Roberts	Seaman.
John Johnson (1)	Seaman.
John Johnson (2)	Seaman.
Jacob Johnson	Seaman.
Albert Jason	Seaman.
D. M. Didrikse	Seaman.
H. Krusberg	Seaman.
J. J. Campbell	Seaman.
John Lindquist	Seaman.
Fred. Law	Ship's cook.
George Savo	Cabin steward.
Otto Schwarz	Cabin cook.
J. M. Beam	First-class machinist.
Henry Thomas	First-class machinist.
T. J. Morton	Blacksmith.
Archie Currie	First-class fireman.
Lewis C. Smith	First-class fireman.
James Rogan	First-class fireman.

List of officers attached to the U. S. S. Alert, 1884.

NAME.	RANK.
George W. Coffin -----	Commander.
Charles J. Badger -----	Lieutenant.
H. J. Hunt -----	Lieutenant.
C. S. McClain -----	Ensign.
A. A. Ackerman -----	Ensign.
William H. Nauman -----	Passed assistant engineer.
F. S. Nash -----	Passed assistant surgeon.

List of men attached to the U. S. S. Alert, 1884.

NAME.	RANK.
David L. Gifford -----	Ice master.
Joseph Doyle -----	Boatswain's mate.
Philip Shantz -----	Quartermaster.
Albert Jones -----	Captain of top.
Ed. White -----	Carpenter's mate.
Frank Blokus -----	Seaman.
P. C. Hansen -----	Seaman.
John Degen -----	Seaman.
William Bloom -----	Seaman.
Adam Weissel -----	Ship's cook.
Olaf Anderson -----	Cabin cook.
M. C. Boi -----	Seaman.
J. F. Green -----	Machinist.
William Haas -----	First-class fireman.
Thomas Wilson -----	First-class fireman.
John Watts -----	First-class fireman.
Thomas Bragger -----	Boatswain's mate.
Salvator Tordagoer -----	Quartermaster.
Charles Anderson -----	Captain of top.
Thomas Beswetheric -----	Yeoman.
Christian Guyken -----	Seaman.
Amund Olsen -----	Seaman.
J. Lukshewitz -----	Seaman.
Charles Tristram -----	Seaman.
Alexander Watson -----	Seaman.
Herman Lara -----	Seaman.
W. Wettergren -----	Cabin steward.
William J. Powell -----	Machinist.
John Wachter -----	First-class fireman.
John Sullivan -----	First-class fireman.
T. S. Roberts -----	First-class fireman.
A. H. Kemble -----	Blacksmith.
C. Baxter -----	Seaman.

CIRCULAR No. 25.

August 20, 1884.

All British Colonial armed vessels wearing the British blue ensign and pennant ("see Naval Reserve Flag and Pennant," plate XIV of "Flags of Maritime Nations"), with the arms or badges of the respective colonies emblazoned in the field of the ensign, will be recognized by commanding officers of vessels of the United States Navy as being entitled to the courtesies and privileges of ships-of-war.

Unarmed vessels in the employment of the government of a colony fly the same flag without the pennant.

All other vessels registered as belonging to one of the British Colonies fly the red ensign with the badge of the colony in the center of the flag.

EARL ENGLISH,
Act'g Secretary of the Navy.

CIRCULAR No. 26.

August 21, 1884.

A clause in the act making appropriations for the Post Office Department, approved July 5, 1884, repeals section 3915 of the Revised Statutes, which authorized the use of official or Department stamps. The Bureaus, stations, &c., and all persons in the naval service having on hand such stamps, are hereby directed to return the same to the Secretary of the Navy, with a memorandum of the number of each denomination so returned.

EARL ENGLISH,
Act'g Secretary of the Navy.

CIRCULAR No. 27.

September 8, 1884.

The following extract from a circular of the Postmaster General, issued on the 4th instant, fixing the rates of pay for official communications by telegraph, within the United States, until the close of the present fiscal year, is published for the information and guidance of the Navy and the Marine Corps.

"For day messages of not exceeding twenty (20) words, exclusive of the date, twenty (20) cents for distances within one thousand (1,000) miles, with an additional charge of five (5) cents for every additional two hundred and fifty miles, or fraction thereof, but for no distance is the rate to exceed fifty (50) cents.

"For night messages of not exceeding twenty (20) words, exclusive of date, fifteen (15) cents for all distances below two thousand miles, and for greater distances twenty-five (25) cents.

"For both day and night messages an addition of one-fifth the rate is to be made for every five (5) words or fraction thereof in excess of twenty (20) words.

"Provided, That in no case shall the Government be charged higher rates than the public is charged for the same service.

"In computing distances the shortest practicable route of the company transmitting the message shall, in all cases, be the basis of computation.

"The rate for all messages in cipher, known as the Signal Service Weather Reports, shall not exceed three (3) cents for each word sent over each circuit as now or hereafter established by the Chief Signal Officer of the Army. All messages sent over a circuit will be dropped at all designated intermediate offices therein without additional charge.

"All officers of the United States should endorse upon official messages transmitted by them the words 'Official Business,' and should report to the Postmaster General any charge in excess of the above rates."

J. G. WALKER,
Act'g Secretary of the Navy.

GENERAL ORDER, No. 322.

October 1, 1884.

The order of the Department of August 31, 1865, to the Chief of the Bureau of Navigation, and that of June 26, 1869, attaching the Office of Detail to that Bureau, are hereby revoked.

All communications to the Department from naval officers will be addressed to the Secretary of the Navy, except those strictly pertaining to the special business of the Bureaus of the Department as defined in General Order No. 293, dated March 30, 1882, or in other distinct or special orders, and communications required to be made to the Judge Advocate General under General Order No. 250, dated June 28, 1880.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 323.

October 1, 1884.

The attention of officers is called to General Order No. 224, of March 23, 1877, relative to application for orders, which is herewith reprinted; also to the accompanying extract from the annual report of the Department of November 29, 1882, concerning "Favoritism in the Navy."

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 224.

March 23, 1877.

Application for orders, or revocation of them, shall be made by the officer himself, in an official form, stating the precise ground upon which he bases his claim for a change.

All applications for this purpose made by other than the officer himself will be regarded as exceptional, and will be considered only when the circumstances are extraordinary, and the officer so distant as not to be able to make an official application within a reasonable time, and where the public interests will not suffer by the change.

The applications will be placed on file and regarded as official.

R. W. THOMPSON,
Secretary of the Navy.

Extract from the annual report of the Secretary of the Navy of November 29, 1882.

FAVORITISM IN THE NAVY.

Military administration should be controlled by neither personal, social, or political motives. The orders to every naval officer should be determined after, first, a consideration of the public interests, and secondly, an impartial comparison of the record and services of the officer with those of other officers of like grade. If unjust orders are issued, the officer can freely state the injustice directly to the Secretary, asking a reconsideration, and his representation will have due and candid consideration. The interference of others, if to secure only

what is right, is unnecessary; if to accomplish what is wrong, is intolerable. An officer who will procure or knowingly allow such undue interference may be charged with unbecoming conduct. Nevertheless, the practice has prevailed of soliciting and procuring favoritism for officers by such devices and with such pertinacity and influence as to create a system, resistance to which may make unenviable the position of the head of the Department. But if it is allowed to continue, the naval service will eventually become fatally demoralized. The effort will be made to order the detail of officers of the Navy with as much justice and impartiality as the lot of humanity will admit.

GENERAL ORDER, No. 324.

October 3, 1884.

Special attention is called to paragraphs 1, 4, 18, and 33, Chapter XVII, pages 127 to 131, Navy Regulations, 1876, relative to official correspondence, as follows:

1.

1. Communications are to be written in a legible hand, in concise terms, without erasures or interlineations, and on one side only of each half-sheet.

2. If the subject-matter can be completed on one page, and no communications or papers are inclosed, a half-sheet only will be used; but if there are inclosures a whole sheet is to be used, and the inclosures placed between the leaves, separately numbered, and referred to accordingly.

3. The paper used will be white foolscap, thirteen and a half by sixteen and a half inches, weighing sixteen pounds to the ream, and made of linen stock; to be stoppered with twenty-four blue lines on the first and third pages only, leaving one inch margin back and front, top and bottom.

4. Signatures are to be distinctly legible, and the writer is to annex his rank or rate. The paper is to be folded twice, parallel with the ruling, indorsed with the name and rank of the writer, place or vessel, date, and a brief statement of the contents.

4.

The dates of all circulars, orders, telegrams, or letters to which reference is made in corresponding with the Department, or any of its Bureaus, must be distinctly quoted. * * *

18.

Should any communication be made to the Secretary of the Navy and, at the same time, to the Bureau, the person forwarding such duplicates will state the same in his communication.

33.

All telegrams of a personal nature, such as applications for detachment, for orders, extensions of leave, &c., must be paid for by the parties sending them; telegrams sent by officers at Government expense must be as brief as possible.

Officers of the Navy will, hereafter, in corresponding with the Department, write separate letters on separate subjects, unless the subjects are of like nature. The practice, for instance, of embodying in the same communication information relating to the movements and condition of a vessel, the assignment or detachment of officers, suggestions as to discipline, or the result of a court-martial, produces confusion and delay in acting on its subject-matter.

In acknowledging a communication from the Department, not only the date of such communication should be given, but there should also be a brief reference to its subject.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 325.

October 6, 1884.

A college is hereby established for an advanced course of professional study for naval officers, to be known as the Naval War College. It will be under the general supervision of the Bureau of Navigation. The principal building on Coasters' Harbor Island, Newport, R. I., will be assigned to its use, and is hereby transferred, with the surrounding structures and the grounds immediately adjacent, to the custody and control of the Bureau of Navigation for that purpose.

The college will be under the immediate charge of an officer of the Navy, not below the grade of commander, to be known as the President of the Naval War College. He will be assisted in the performance of his duties by a faculty.

A course of instruction, embracing the higher branches of professional study, will be arranged by a board, consisting of all the members of the faculty and including the president, who will be the presiding officer of the board. The board will have regular meetings at least once a month, and at such other times as the president may direct, for the transaction of business. The proceedings of the board will be recorded in a journal.

The course of instruction will be open to all officers above the grade of naval cadet. Commodore S. B. Luce has been assigned to duty as president of the college.

WM. E. CHANDLER,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 39.

October 6, 1884.

All officers of the United States Marine Corps who have in charge public funds for disbursement will make the following returns to the Paymaster General of the United States Navy:

1. A weekly and monthly statement, showing the amount in hand and the amount on deposit, with the name of the depository, as now required from paymasters of the U. S. Navy (Forms I and J, Regulations relating to the Pay Department, U. S. Navy).
2. A monthly money statement of receipts and expenditures, under the different heads of appropriations (Form A, Regulations relating to the Pay Department, U. S. Navy).

WM. E. CHANDLER,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 40.

October 10, 1884.

From and after December 31, 1884, all officers of the United States Marine Corps having charge of public property, on shore or at sea, will make the returns of the same to the Chief of the Bureau of Provisions and Clothing and to the Chief of the Bureau of Ordnance, heretofore required to be made to the Fourth Auditor of the Treasury, subject to such changes and in accordance with such regulations and forms as may hereafter be established by those Bureaus.

Until otherwise ordered, Marine officers in charge of public property will render to the Bureau of Provisions and Clothing the following returns and vouchers:

1. Accounts-current of goods for manufacturing purposes received and issued.
2. Accounts-current of clothing received and issued.
3. Receipt-rolls for regular and extra issues of clothing.
4. Schedules of public furniture.
5. Accounts-current of public property received and expended.
6. Return of clothing, &c., Form No. 11.
7. Vouchers for all receipts and expenditures of every character, such as invoices, receipts, bills, and reports of boards of survey on material, clothing, public property, and furniture, except such as are required to be rendered to the Bureau of Ordnance.
8. Statement of material, supplies, and garments received and paid for by the Quartermaster's Department.

9. Duplicate vouchers for all purchases and sales under every appropriation of the Marine Corps, except ordnance and military stores.

Marine officers in charge of public property will also render to the Bureau of Ordnance the following returns and vouchers:

1. Accounts-current of arms, accoutrements, and military stores received and issued.
2. Reports of boards of survey on arms, accoutrements, and military stores, with invoices, receipts, and other vouchers.

Boards of officers to take inventories of all marine stores and public property will be appointed by the commandant of marines, or by commandants of navy yards, if necessary, for all stations in the United States, and by commanding officers of vessels carrying marine stores, immediately on the receipt of this order.

Such inventories shall be made in the form of invoices, each of which will embrace a list of articles and materials, with cost prices, placed under their appropriate classification and heads of appropriation; the amounts to be compared with the last returns made to the Fourth Auditor of the Treasury; and the inventories forwarded to the Bureau of Provisions and Clothing of the Navy Department, excepting inventories of arms, accoutrements, and military stores, which will be forwarded to the Bureau of Ordnance, Navy Department.

Upon the first returns to the Bureaus the articles embraced in the inventories shall be entered under their appropriate heads, and upon each subsequent return the stores on hand and the inventory price shall be so entered.

Hereafter, at the beginning of each fiscal year, or as near thereafter as practicable, a board of officers will be appointed to take a complete inventory of the stores and other public property in charge of the assistant quartermasters of the Marine Corps at Philadelphia, Pa. The inventories must give the prices as well as the amounts of all articles on hand. Should there be any discrepancies between the amounts on hand and those called for by the books of the office, the fact will be noted and a written explanation furnished to the Bureau of Provisions and Clothing, or to the Bureau of Ordnance, as the case may be.

These inventories must be made in duplicate and signed by each member of the board, the originals to be forwarded to the Bureau concerned, and the duplicates to be retained by the respective officers in charge.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 326.

October 18, 1884.

On the recommendation of Lieutenant Commander John F. Merry, in command of the U. S. S. Tallapoosa at the time of the sinking of that vessel, on the night of August 21, 1884, medals of honor are hereby awarded to the following-named persons—Lieutenant Commander Merry reporting that, while all the officers and men on board behaved gallantly, and did their duty as officers and men should, the men named came more under his special notice, to wit:

August Ohmsen, master-at-arms, for clearing the berth-deck, remaining there until the water was waist deep, wading about with outstretched arms rousing the men out of their hammocks, then going on deck, assisting to lower the first cutter, and then the dinghy, which he took charge of.

David Harrington, first-class fireman, and *John W. Magee*, second-class fireman, both of whom remained at their posts of duty in the fire-room until the fires were put out by the rising waters; the former opened the safety-valves when the water was at his waist.

The medals will be prepared as early as practicable, and transmitted to those to whom awarded.

For the information of the Navy, the following list is given of petty officers and seamen in the naval service to whom medals of honor have been heretofore awarded, but no announcement thereof made in General Orders:

Henry Williams, carpenter's mate, for going over the stern of the U. S. S. Constitution, at sea, February 13, 1879, during a heavy gale, and performing important carpenter's work upon her-rudder.

James Horton, captain of top, and *Joseph Matthews*, captain of top, for courageous conduct in going over the stern of the U. S. S. Constitution, at sea, February 13, 1879, during a heavy gale, and cutting the fastenings of the ship's rudder-chains.

Henry Simpson, first-class fireman, and *John Millmore*, ordinary seaman, for rescuing from drowning John W. Powers, ordinary seaman, serving on the same vessel with them, the U. S. S. Essex, at Monrovia, Liberia, October 31, 1877.

James Thayer, ship's corporal, for rescuing from drowning a boy serving with him on the U. S. S. Constitution, at navy yard, Norfolk, Va., November 16, 1879.

William Johnson, cooper, of the U. S. S. Adams, for rescuing from drowning Daniel W. Kloppen, a workman at the navy yard, Mare Island, Cal., November 14, 1879.

Thomas Mitchell, landsman, for rescuing from drowning M. F. Caulan, first-class boy, serving with him on the U. S. S. Richmond, at Shanghai, China, November 17, 1879.

James O'Conner, landsman, E. F., and *William Sweeney*, landsman, E. F., for jumping overboard from the U. S. S. Jean Sands, opposite the Norfolk navy yard, on the night of June 15, 1880, and rescuing from drowning a young girl who had fallen overboard.

John Russell, seaman, and *Philip Moore*, seaman, for jumping overboard from the U. S. S. Trenton, at Genoa, Italy, September 21, 1880, and rescuing from drowning Hans Paulsen, ordinary seaman.

William Morse, seaman, and *John Smith*, seaman, for jumping overboard from the U. S. S. Shenandoah, at Rio de Janeiro, Brazil, September 19, 1880, and rescuing from drowning James Grady, first-class fireman.

Alexander Turvelin, seaman, and *John Davis*, ordinary seaman, for jumping overboard from the U. S. S. Trenton, at Toulon, France, February, 1881, and rescuing from drowning Augustus Ohlensen, coxswain.

George Low, seaman, for jumping overboard from the U. S. S. Tennessee, at New Orleans, La., February 15, 1881, and sustaining, until picked up by a boat's crew, N. P. Petersen, gunner's mate, who had fallen overboard.

William Hill, captain of top, for jumping overboard from the U. S. T. S. Minnesota, at Newport, R. I., June 25, 1881, and sustaining, until picked up by a steam-launch, William Mulcahy, third-class boy, who had fallen overboard.

William Sadler, captain of top, for jumping overboard from the U. S. S. Saratoga, off Coaster's Harbor Island, R. I., June 25, 1881, and sustaining, until picked up by a boat from the ship, Frank Gallagher, second-class boy, who had fallen overboard.

Adam Weissel, ship's cook, for jumping overboard from the U. S. T. S. Minnesota, at Newport, R. I., August 26, 1881, and sustaining, until picked up by a boat from the ship, C. Lorenze, captain of the forecabin, who had fallen overboard.

Michael Thornton, seaman, for jumping overboard from the U. S. tug Leyden, near Boston, Mass., August 25, 1881, and sustaining, until picked up, Michael Drennan, landsman, who had jumped overboard while temporarily insane.

Edward Barrett, second-class fireman, and *John Lantry*, first-class fireman, for hauling the fires from under the boiler, the stop-valve chamber having been ruptured, of the U. S. S. Alaska, at Callao Bay, Peru, September 14, 1881.

John Morris, corporal, U. S. M. C., for leaping overboard from the U. S. Flag-ship Lancaster, at Villefranche, France, December 25, 1881, and rescuing from drowning Robert Blizzard, ordinary seaman, a prisoner, who jumped overboard.

Henry J. Manning, quartermaster, and *John McCarton*, ship's printer, for jumping overboard from the U. S. F. S. New Hampshire, off Coasters' Harbor Island, near Newport, R. I., January 4, 1882, and endeavoring to rescue Jabez Smith, second-class musician, from drowning.

Francis Moore, boatswain's mate, for jumping overboard from the U. S. T. S. Portsmouth, at the Washington navy yard, January 23, 1882, and endeavoring to rescue Thomas Duncan, carpenter and caulker, who had fallen overboard.

H. C. Courtney, seaman, and *T. Cramen*, boatswain's mate, for jumping overboard from the U. S. T. S. Portsmouth, at the Washington navy yard, February 7, 1882, and rescuing from drowning Charles Taliaferro, jack of the dust.

Jeremiah Troy, chief boatswain's mate, and *James F. Sullivan*, boatswain's mate, for jumping overboard from the U. S. T. S. New Hampshire, at Newport R. I., April 21, 1882, and rescuing from drowning Francis T. Price, third-class boy.

Johannes Rousing, ordinary seaman, and *Christian Osepilus*, seaman, for jumping overboard from the U. S. tug Fortune, May 7, 1882, at Hampton Roads, Va., and rescuing from drowning James Walters, gunner's mate.

Louis Williams, captain of top, for jumping overboard from the U. S. S. Lackawanna, March 16, 1883, at Honolulu, H. I., and rescuing from drowning Thomas Moran, landsman.

Matthew Gillick, boatswain's mate, and *J. F. Auer*, ordinary seaman apprentice, for jumping overboard from the U. S. S. Lancaster, November 20, 1883, at Marseilles, France, and rescuing from drowning a French lad, who had fallen into the sea from a stone pier astern of the ship.

J. A. Norris, landsman, and *Robert Sweeney*, ordinary seaman, of the U. S. S. Jamestown, December 20, 1883, for rescuing from drowning A. A. George, who had fallen overboard at the New York navy yard.

Louis Williams, captain of the hold, and *Isaac L. Fasser*, ordinary seaman, of the U. S. S. Lackawanna, for rescuing from drowning William Cruise, who had fallen overboard, June 13, 1884, at Callao, Peru.

J. G. WALKER,
Acting Secretary of the Navy.

GENERAL ORDER, No. 327.

November 21, 1884.

From and after January 1, 1885, the form of honorable discharge from the naval service, authorized by section 1427, Revised Statutes of the United States, will be the "Honorable Discharge and Continuous-Service Certificate."

All men (except officers' cooks, stewards, and servants enlisted for special service) now serving under enlistments for three years, or who may hereafter enlist for that period, shall receive an "Honorable Discharge and Continuous-Service Certificate" at the expiration of their terms of enlistment, upon the recommendation of their commanding officers.

Any man holding an "Honorable Discharge and Continuous-Service Certificate" who re-enlists for three years, within three months from the date of his last discharge, shall receive an increase of one dollar per month to the pay prescribed for the rating in which he serves, for each consecutive re-enlistment, in addition to the "honorable discharge money."

Any man holding an "Honorable Discharge and Continuous-Service Certificate" who fails to re-enlist within three months from date of last discharge, will derive no further advantages therefrom.

The Department directs that the records of conduct and professional qualifications on the "Enlistment Records" shall be a verification of the recommendations for "Honorable Discharge and Continuous-Service Certificate," and hereafter only those shall be recommended who obtain, during their terms of enlistment, a general average of four.

In order that commanding officers of vessels upon which men complete their terms of enlistment shall be informed as to the previous merit of said men, the original "Enlistment Record" (Form 12), which accompanies an enlisted man upon his first transfer, will hereafter be carefully preserved and accompany him upon all subsequent transfers, until his term of enlistment has been completed. This form has been amended so as to show the record of conduct as averaged by the commanding officer of the vessel for the period for which the man has served under his command. The final averages will be made by the officer under whom the man is serving at the time his enlistment expires, when about to be discharged. These "Enlistment Records" must be forwarded to the Bureau of Equipment and Recruiting.

In addition to the above requirements, enlisted men must serve at least two years and nine months of their terms of enlistment in order to receive an "Honorable Discharge and Continuous-Service Certificate," except in extraordinary cases, which will be provided for by the Department as they may occur.

When any man holding an "Honorable Discharge and Continuous-Service Certificate" shall fail to receive a recommendation for its renewal upon the expiration of his term of enlistment, the words "not entitled to Honorable Discharge" shall be written on the line below the last entry. Men so discharged will receive no further pecuniary benefit from their "Honorable Discharge and Continuous-Service Certificate," and entries of re-enlistment or subsequent service must not be noted thereon.

"Good-Conduct Badges" are special distinctions for fidelity, zeal, and obedience, and will not be granted for the first term of enlistment under "Continuous Service." At the expiration of subsequent re-enlistments for three years, within three months from date of discharge, men who hold "Honorable Discharges and Continuous-Service Certificates," have obtained a general average of four and five-tenths (4.5) on their "Conduct Records," and are recommended by their commanding officers, will be entitled to and receive said badges. The first badge will be a medal, as hitherto. Subsequent badges to be clasps, with the name of the vessel from which given engraved thereon, to be worn on ribbon above medal. When any enlisted man shall have received three such badges, under consecutive re-enlistments as above, he shall be enlisted as a petty officer in the rating in which he is best qualified to serve, and shall continue to hold a petty officer's rating during subsequent continuous re-enlistments, and shall not be reduced to a lower rating except by sentence of court-martial.

Paragraphs 18 and 20, page 100, and paragraph 22, page 101, U. S. Navy Regulations, are hereby annulled.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 328.

December 1, 1884.

Commanding officers of naval vessels visiting the port of New York are directed to anchor within the limits shown on the copy of the chart of New York Harbor by the horizontal shading lines, and described in the following paragraphs, viz:

1. *Anchorage in East River.*—In addition to the present anchorage in the Wallabout, which will be continued in use as formerly, naval vessels may anchor on the New York side of the East River, between 16th and 34th streets, and as close in as possible without obstructing the mouths of slips, so as to leave room for one vessel to pass along shore between them and the wharves.

2. *Anchorage in North River.*—Naval vessels may anchor in North River above a line connecting Castle Point, New Jersey, with the grain elevator at West 70th street, New York, except in the space west of the center line of the river between 35th and 79th streets. Experience indicates this anchorage to be in general the most convenient one in New York waters for naval vessels not lying at the navy yard.

3. *Anchorage in Upper Bay.*—Naval vessels may anchor in Upper Bay as close to the shoals on either hand as their draught will permit, and to the south of a line joining the southern point of Bedloe's Island and the southern point of Governor's Island. The eastern portion of this anchorage will be limited in the Buttermilk Channel by a line joining Red Hook with the southern point of Governor's Island, and may include Gowanus Bay, Yellow Hook Channel, and the adjacent shoals.

4. Naval vessels will not anchor in any other than the above-described localities, except in case of distress or necessity, and in such cases will shift berth to one of these localities as soon as possible.

In all localities, vessels will avoid anchoring so as to obstruct or impede ferry-boats.

WM. E. CHANDLER,
Secretary of the Navy.

CIRCULAR No. 28.

December 12, 1884.

Officers ordered to duty under the Light-House Board will report by letter to the Secretary of the Treasury.

While on this service they will obey the orders and directions of the Secretary of the Treasury, the Chairman of the Light-House Board, and the Naval Secretary of the Board.

In case of the absence of the latter, his duties are performed by the Engineer Secretary.

All directions from these officers are issued in the name of the Board, and will be obeyed as coming from that body.

While engaged on duty under the Light-House Board, officers will be held directly responsible to the Navy Department for conformity to the rules and articles for the government of the Navy, and the Navy Regulations, except only so far as they may be inconsistent with the special service being performed.

They will also be held directly responsible for the care of the lives, vessels, and public property that may be placed under their control.

WM. E. CHANDLER,
Secretary of the Navy.

CIRCULAR No. 29.

December 12, 1884.

Officers ordered to duty under the Fish Commission will report by letter to the Commissioner.

While on this service they will obey the orders and directions of the Commissioner.

In case of his absence or disability his duties devolve by law upon an assistant, whom he has authority to designate, and whose directions under such circumstances are to be obeyed.

While engaged on duty under the Fish Commission officers will be held directly responsible to the Navy Department for conformity to the rules and articles for the government of the Navy, and the Navy Regulations, except only so far as they may be inconsistent with the special service being performed.

They will also be held directly responsible for the care of the lives, vessels, and public property that may be placed under their control.

WM. E. CHANDLER,
Secretary of the Navy.

CIRCULAR No. 30.

December 12, 1884.

Officers ordered to duty under the Coast and Geodetic Survey are to report by letter to the Superintendent.

While on this service they are to obey the orders and directions of the Secretary of the Treasury and of the Superintendent of the Survey.

By direction of the Superintendent the Hydrographic Inspector is charged with certain details of hydrography, repairs of vessels, and other incidental matters.

His directions in these matters are to be obeyed.

While engaged on duty under the Coast and Geodetic Survey officers will be held directly responsible to the Navy Department for conformity to the rules and articles for the government of the Navy, and the Navy Regulations, except only so far as they may be inconsistent with the special service being performed.

They will also be held directly responsible for the care of the lives, vessels, and public property that may be placed under their control.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 329.

December 27, 1884.

After December 31, 1884, until action by Congress, there will be no current appropriations for the pay of the Navy, for pay miscellaneous, for contingent expenses of the Navy, for the work of the Bureaus of the Department, for the Naval Academy, Marine Corps, or Naval Asylum. The naval service must therefore be lawfully maintained without such appropriations. All the officers and seamen of the Navy will continue to perform their respective duties under existing orders, and their pay and emoluments will constitute lawful debts of the Government. All necessary contracts and purchases, for clothing, subsistence, forage, fuel, quarters, and transportation, for the current year, will be duly made, and vouchers will be issued therefor, but the holders must be informed that payments will depend upon future appropriations for the purpose.

Employés for whose payment, after December 31, no appropriations may apply, will be allowed to continue on duty where the work in which they are engaged is, in the opinion of the Department or its proper representatives, necessary to meet a sudden emergency which may involve the loss of human life or the destruction of property, provided they will stipulate that they work voluntarily and without contract or agreement that they shall be paid therefor; and in such cases they will be given certificates stating the time and character of the services, and that they were voluntarily rendered without contract or agreement, and that the holders will have no claim for compensation unless Congress shall make an appropriation therefor.

No services of employés not appropriated for will be accepted after December 31 except under the foregoing conditions.

WM. E. CHANDLER,
Secretary of the Navy.

CIRCULAR.

December 30, 1884.

The officers of the Navy and Marine Corps will assemble at the Navy Department at 11.30 o'clock a. m. on Thursday, January 1, 1885, in special full-dress uniform, to pay their respects, at 12 o'clock, to the President of the United States.

They will form in the Navy Department, under the direction of the senior officer present, and proceed in a body to the Executive Mansion.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 330.

December 31, 1884.

The following Executive Order is published for the information and guidance of all concerned.

WM. E. CHANDLER,
Secretary of the Navy.

EXECUTIVE MANSION, December 31, 1884.

The Executive Order of November 5, 1883, is hereby modified as follows:
 The ratings of 1st, 2d, and 3d class machinist are abolished, and hereafter there will be one rating of machinist in the Navy, with the pay of \$70.00 a month.
 New ratings are hereby established as follows:

RATING.	Monthly pay.
Boiler maker.....	\$60 00
Water tenders.....	38 00
Oilers.....	36 00
Chief musician.....	36 00

CHESTER A. ARTHUR.

U. S. NAVY REGULATION CIRCULAR, No. 41.

January 8, 1885.

The following classification of petty officers and enlisted men in the Navy, and of non-commissioned officers, musicians, and privates in the Marine Corps, is hereby adopted.

WM. E. CHANDLER,
Secretary of the Navy.

CLASSIFICATION.

	SEAMAN CLASS.	SPECIAL CLASS.	ARTIFICER CLASS.	MARINES.	
PETTY OFFICERS, 1ST CLASS.	Chief Boatwain's Mates. Chief Quartermasters. Chief Gunner's Mates.	Masters-at-Arms. Equipment Yeomen. Apothecaries. Paymaster's Yeomen. Engineer's Yeomen. Ship's Writers. School Masters. Band Masters.	Machinists.	Sergeant Majors. 1st Sergeants.	PETTY OFFICERS, 1ST CLASS.
PETTY OFFICERS, 2D CLASS.	Boatswain's Mates. Quartermasters. Gunner's Mates. Coxswains to Commander-in-Chief.	Ship's Corporals. Ship's Cooks. Chief Musicians.	Boilermakers. Armors. Carpenter's Mates. Blacksmiths. Sailmaker's Mates. Water Tenders.	Sergeants.	PETTY OFFICERS, 2D CLASS.
PETTY OFFICERS, 3D CLASS.	Captains of Forecastle. Captains of Main Top. Captains of Fore Top. Captains of Mizzen Top. Captains of Afterguard. Coxswains. Quarter-Gunners. Seamen-Gunners.	Captains of Hold.	Printers. Painters. Oilers.	Corporals.	PETTY OFFICERS, 3D CLASS.
SEAMEN, 1ST CLASS.	Seamen. Seamen-Apprentices, 1st class.	Lamplighters. Jacks-of-the-Dust. Buglers. Musicians, 1st class. Tailors. Barbers.	Firemen, 1st class. Carpenters. Calkers.	Musicians. Orderlies.	SEAMEN, 1ST CLASS.
SEAMEN, 2D CLASS.	Ordinary Seamen. Seamen-Apprentices, 2d class.	Baymen. Musicians.	Firemen, 2d class.	Privates.	SEAMEN, 2D CLASS.
SEAMEN, 3D CLASS.	Landsmen. Apprentices, 1st class. Apprentices, 2d class. Apprentices, 3d class. Boys.		Coal Heavers.		SEAMEN, 3D CLASS.

MESS-MEN

Stewards, cooks, and attendants.

CIRCULAR No. 31.

January 13, 1885.

On and after March 1, 1885, meteorological observations on board of all U. S. naval vessels, for International Simultaneous Meteorological Bulletins, will be made at 4 a. m., 12 m., and 8 p. m., Greenwich mean time, instead of at 4.08 a. m., 12.08 p. m., and 8.08 p. m., as heretofore.

WM. E. CHANDLER,
Secretary of the Navy.

CIRCULAR No. 32.

January 13, 1885.

Navy Department Circular No. 16, dated May 12, 1880, is hereby revoked, and the following substituted therefor:

Commanding officers of cruising ships may, upon the recommendation of a board of officers, advance any 1st-class apprentice to the rating of seaman-apprentice 2d class at any time after the expiration of the first year of the cruise. Any seaman-apprentice 2d class may be advanced to the rating of seaman-apprentice 1st class after the expiration of the second year of the cruise, provided he possesses, in the opinion of the board, the necessary *physical* as well as professional qualifications of a seaman. These ratings may be made without regard to the complement of the vessel. Seaman-apprentices 1st class may be advanced to the rating of petty officers when vacancies exist if, in the opinion of the board, they possess such exceptional qualifications for the rating as warrant such advancement.

Apprentices holding the rating of ordinary seaman 2d class will be rated seaman-apprentice 2d class on January 1, 1885.

WM. E. CHANDLER,
Secretary of the Navy.

REGULATIONS REGARDING CORRESPONDENCE AND RECORDS.

With the view of initiating and maintaining a system which will be as nearly uniform as practicable throughout the Department, its Bureaus and offices, the following regulations, which embrace the essential features of the recommendations of the board appointed to examine into the methods prevailing of conducting correspondence and making up permanent records, are adopted, and will be carried into effect not later than February 1st:

OPENING COMMUNICATIONS.

1. All official communications for the Secretary of the Navy will be opened by the Chief Clerk of the Department, unless the Secretary directs otherwise; those for a Bureau by the chief thereof, or assistant appointed under authority of law, or by the chief clerk of the Bureau as the chief may direct; those for the head of an office by such head or other person in his office whom he may designate.

2 They will then be stamped, briefed, endorsed, and numbered in the manner hereinafter indicated, and returned for the action of the Secretary, the Chief of the Bureau, or head of the office, as the case may be.

FOLDING, STAMPING, AND BRIEFING.

3. Before stamping and briefing they will be folded when practicable to a uniform size, taking as a standard an ordinary size letter sheet folded from bottom to top in three equal parts. Foolscap will be folded in four equal parts, and note paper will be opened full and treated as a half sheet of letter paper.

4. The first or upper fold will be reserved exclusively for office marks, briefing contents, noting enclosures, and for other necessary memoranda. When communications are so fully written as to leave no blank space for such marks, &c., or where they cannot be folded to the proper size, a half sheet of letter paper will be fastened thereto and so folded. Loose wrappers with endorsements or official marks are not to be placed around or on such communications; but if they have been so placed by those sending them, such wrappers will be fastened firmly thereto.

5. The receiving stamp will be impressed across the upper part of the first fold; the stamp in all offices to be similar in design, and showing the office, date, and year of receipt, with a space on the left for other entries. About one and one-half inch space will be reserved on the first or upper fold for this stamp, so as not to obscure it should the communication ultimately be bound.

6. When there are enclosures, the letter of transmittal will be stamped across the first fold after the brief with an enclosure stamp. Each enclosure will be folded in the same manner as the letter, stamped by the receiver across the top with a stamp prepared for that purpose, and, as a rule, briefed. The folding and briefing should be done by the sender if connected with the Navy or Navy Department.

BRIEFING.

7. When a proper brief has not been made by the writer, one will be made by the receiver under the receiving-stamp, showing the date of the communication, locality of the writer, his name and official title, if any, and the subject-matter of the communication. No communication properly briefed should be again briefed in the same or any other office upon any other fold of the paper; nor should any addition be made to a brief except to correct errors or supply omissions. Reports or letters, as well as copies subsequently received, in connection with the original communication, should, as a rule, be briefed.

INDEXING.

8. After stamping and briefing a communication it will be indexed and a file number given it; also the alphabetical letter of a briefing record indicated. The index should be alphabetically arranged, and may be tagged, for the more important branches of the service, "Department," "Bureaus," &c.

If advisable, the alphabetical arrangement may be extended to the letter following the initial one, as Ab, Ac, Ad, &c.

The index entry will show the name of the writer, or of the Department, Bureau, or office, the person or subject written of, the index number, and the letter of the briefing record.

There should be two or more entries under different heads in the index whenever the subject requires it. Where subsequent communications are received on the same subject from the same party, or other parties, they may be given the same file number as the initiatory communication; or a new number, if preferred, proper reference being made to the initiatory one.

BRIEFING RECORD.

9. Communications will be successively entered upon the record, which should have printed headings and be appropriately ruled according to their file or index numbers.

10. Under the column of action all references and other essential memoranda will be made, including the date of any answer and the volume and page of permanent records of such answer.

11. When a communication reaches the briefing record bearing a file number out of the regular order, it will be recorded in its turn, making the record number the same as the file number; and in this case, or that of a subsequent similar entry, the page of the record where it will be found should be noted in red ink under the first or original entry bearing this file number.

REFERRING PAPERS.

12. Reference from the Secretary's Office to the Bureaus or others of letters will be made by endorsement and signature substantially as follows:

"Respectfully referred to ————. [State purpose.]

"By direction of the Secretary of the Navy.

"———",
"Chief Clerk."

unless the Secretary should himself make the same; and from the Bureaus to the Secretary's Office or other Bureaus by endorsement and signature, as follows:

"Respectfully referred to ————. [State purpose.]

"———",
"Chief of the Bureau."

The fact of such reference will be noted on the briefing record. These endorsements should not be made on the first or briefing fold.

13. Letters referred by the Department to a Bureau may be answered by the Bureau directly to the writer in appropriate cases, and the business disposed of. In other cases the necessary data upon which the Department can frame an answer will be endorsed on the letter, referred, and returned (unless request is made to draw up the answer), or upon a separate sheet transmitted therewith, authenticated by the signature of the chief, and in the latter case the fact of such memorandum having been transmitted will be noted on the original.

14. When the subject-matter comes entirely under the cognizance of the Bureau or office to which a communication has been referred, and returned therefrom with report, and is answered by the Department, the press-copy of such answer (after being fully recorded) will be returned, with the original communication, to the Bureau or office to be permanently filed there, and note thereof properly made on the briefing record.

15. When the reference mark is made simply by stamping or writing the name or initials of the Bureau or office at the bottom of the upper fold it indicates that the paper is not to be returned to the Department, but is for the action of, and file in, the Bureau.

MISCELLANEOUS PROVISIONS.

16. When enclosures are transmitted and not described in the *body* of the original, a brief reference will be made to them at the bottom thereof.

17. Correspondence between the Bureaus and between them and the Navy Department should, whenever convenient, expeditious, and proper, be conducted by endorsement upon the papers pertaining to the case under consideration. Lengthy correspondence and reports may be conducted by letter or on an additional sheet marked enclosure, and a note of the fact made beneath the last endorsement on the first fold.

18. Rolls, requisitions, invoices, and other papers of a similar nature in routine work can be filed in the most convenient manner, as the business of the office may require. They will not be accompanied by a letter of transmittal (as they are complete in themselves when properly dated, signed, and authenticated by the sender,) unless they are of such a character that a letter of explanation is necessary and a record of such transmission might be important. They should be stamped and indexed, but need not be given a file number nor entered on the briefing record.

19. Requests, inquiries, directions, or information, of an oft-recurring nature, should be made and given as far as possible upon printed, numbered forms; and the record of such should not embrace the *printed* matter.

20. Full copies of all the papers in a case need not be made when partial copies or extracts covering the particular events involved will answer the purpose.

21. Copies of papers should be written on both sides of the paper used, unless the matter is to be printed or the copies are made with the type-writer. Written originals intended for press-copying, or those made with the type-writer, should be on one side only.

22. Whenever a paper is withdrawn from the file for office use, a file check showing its number, etc., and by whom withdrawn, should be left in its place.

23. In answering letters the file number of the letter answered should be placed in the upper left-hand corner of the answer, so that an impression of it will appear on the press-copy; and the press-copy, after being recorded, filed with the letter to which it is an answer. This same number should be entered upon the margin of the book where the answer is recorded. Letters "sent" should be indexed in a similar manner to letters "received."

24. Endorsements by superior officers, forwarding communications from those under their command, will be made upon the face of the communication or somewhere after the signature of the writer, and not upon the fold reserved for stamping and briefing.

25. When correspondence originates in an office the letter sent will receive a number the same as if it were a "letter received," in order that it may be entered upon the record, and appear as the *initial* number of that particular subject of communication.

26. The designs of stamps suggested by the board and the forms of indexes and records are approved, subject to such minor changes as may be considered preferable for use in the Bureau or office. The following are illustrations of stamping and briefing:

Receiving Stamp.

File No.	NAVY DEPARTMENT, SECRETARY'S OFFICE.	1885.
Record No.	RECEIVED JAN.	

Stamp showing number of enclosures.

Number.	<i>Enclosures.</i>	NAVY DEPT.
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Stamp for enclosure.

	NAVY DEPARTMENT. No. of the Enclosure.	1885.
--	--	-------

First or upper fold.

Space of one inch and a half for
Receiving Stamp.

NEW YORK,
January 20, 1885.

U. S. S. -----

Anderson, John S.,
Lieutenant, U. S. N.

ALLOTMENT.

Asking permission to increase to \$-----
per month.

Space of one inch and a half for
Receiving Stamp.

January 20, 1885.

NEW YORK NAVY YARD,

Commandant.

PILOTAGE.

Enclosing letter from Commander of
the Saratoga, with bills for pilotage.

Three enclosures.

WM. E. CHANDLER,
Secretary of the Navy.

NAVY DEPARTMENT,
WASHINGTON, January 14, 1885.

GENERAL ORDER, No. 331.

January 26, 1885.

The following joint resolution, approved January 6, 1885, is published for the information of all concerned:

WM. E. CHANDLER,
Secretary of the Navy.

JOINT RESOLUTION providing for the payment of laborers in Government employ for certain holidays.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the employees of the Navy Yard, Government Printing Office, Bureau of Printing and Engraving, and all other per diem employees of the Government on duty at Washington, or elsewhere in the United States, shall be allowed the following holidays, to wit: The first day of January, the twenty-second day of February, the fourth day of July, the twenty-fifth day of December, and such days as may be designated by the President as days for national thanksgiving, and shall receive the same pay as on other days.

Approved, January 6, 1885.

CIRCULAR.

February 2, 1885.

Payments under the following items in the act making additional appropriations for the naval service for the fiscal year ending June 30, 1885, approved January 30, 1885, will, from January 1, 1885, be charged under the appropriation "Pay Miscellaneous," viz:

"For rent and furniture of buildings and offices not in navy yards; expenses of courts-martial and courts of inquiry, boards of investigation, examining boards, with clerks' and witnesses' fees, and traveling expenses and costs; stationery and recording; expenses of purchasing-paymasters' offices at the various cities, including clerks, furniture, fuel, stationery, and incidental expenses; newspapers and advertising; foreign postage; telegraphing, foreign and domestic; telephones; copying; care of library; mail and express wagons, and livery and express fees; costs of suits; commissions, warrants, diplomas, and discharges; relief of vessels in distress, and pilotage; recovery of valuables from shipwrecks; quarantine expenses; care and transportation of the dead; reports, professional investigation, cost of special instruction, and information from abroad, and the collection and classification thereof."

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 332.

February 7, 1885.

All petitions, remonstrances, memorials, and communications from any officer or officers of the Navy or Marine Corps, whether on the retired or active list, addressed to Congress, or either House, or to any committee of Congress, or to any member of Congress, on any subject of legislation, pending, proposed, or suggested, will be forwarded through the Navy Department, and not otherwise, except by authority of the Department; and no officer will appear before any committee of Congress except by such authority.

A strict compliance with this order will be required.

WM. E. CHANDLER,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 42.

February 12, 1885.

The accompanying letter of the Second Comptroller of the Treasury, dated January 27, 1885, together with nine (9) forms for vouchers reported by him under section 273 of the Revised Statutes, to be used in disbursing the public moneys of the Navy Department, is published for the information of all persons concerned.

The various Bureaus of the Department will be guided by these forms in preparing blanks for vouchers, and adopt them for use in ordinary cases.

WM. E. CHANDLER,
Secretary of the Navy.

Letter of the Second Comptroller accompanying official forms for disbursing the public money in the Navy Department.

TREASURY DEPARTMENT, SECOND COMPTROLLER'S OFFICE,
Washington, D. C., January 27, 1885.

Sir: I have the honor to acknowledge the receipt of your letter of the 16th instant returning proposed forms of vouchers in which you do me the honor to say, "the Chiefs of Bureaus express their willingness, for the sake of uniformity in the transaction of public business, to accept the proposed forms and adopt them in the Bureaus," and I herewith respectfully report to you the enclosed eight official forms to be issued in the different offices for disbursing the public money in the Navy Department, namely:

- Form No. 1, entitled "Contract Voucher."
- Form No. 2, entitled "Open Purchase Requisition."
- Form No. 3, entitled "Open Purchase Voucher."
- Form No. 4, entitled "Open Purchase Requisition" for ships.
- Form No. 5, entitled "Open Purchase Voucher" for ships.
- Form No. 6, entitled "Open Contract Requisition for services."
- Form No. 7, entitled "Open Contract Voucher for services," and
- Form No. 8, entitled "Voucher for Reservations on Contracts."

These forms are substantially the same as the proposed forms returned by you on the 16th instant.

With a view to the preparation of the safest possible forms of vouchers, as proposed by you on the 12th of July last, I had the honor, by your invitation of that date, to confer with the Chiefs of Bureaus of your Department, and having received much valuable information and many important suggestions on the subject at that conference, I thereupon prepared the proposed forms above referred to, and submitted them to your Department on the 12th day of August last, with a request for such further advice from the Chiefs of Bureaus as an examination of the proposed forms should suggest.

I respectfully tender to each of the Chiefs of Bureaus my acknowledgments for valuable assistance in the attempt to render the forms as nearly perfect as possible, and I trust the forms may afford the desired protection to the public, to disbursing officers, to officers required to act on disbursing officers' accounts, and to parties whose rights may be based on the vouchers; and it is hoped they will prove to be reasonably convenient in transacting the public business.

In making this report I respectfully invite attention to three different requisites that are of special importance in securing the primary evidence necessary to make the voucher a perfect protection.

The requisites specially important are the following:

1. That it appear affirmatively on the voucher that the property was purchased or the services employed under a written contract duly made and filed, or in pursuance of an order issued by an officer having authority.

2. That it appear on the voucher that the property purchased has been received by an officer whose duty it was to receive it, and who is lawfully chargeable with its custody or distribution.

3. In all cases where the legality of a purchase without advertisement and a public opening of bids depends upon the existence of a public exigency requiring immediate delivery, it is essential that it appear on the voucher or accompanying papers that a decision was lawfully made on that point before the property was purchased. Otherwise the question will remain open, to be established by proof of the facts and circumstances until the question shall be settled by the accounting officers or in court.

The first of these points is too obvious to need remark, and I understand it to be universally conceded.

On the second point, it appears to me equally obvious that the best evidence upon which to charge an officer with the custody of property is his own receipt, showing when, where, and in what capacity he received it. I should not deem it necessary to comment on this point, were it not that a form of voucher has been used, to some extent, which contains only a certificate of a clerk (afterwards approved by an officer), stating merely that "the above articles have been received," without stating when, where, or by whom they were received.

On the third point, I am compelled to admit, it has been seriously claimed that a decision made by a Bureau officer of the Navy Department, after the goods are purchased, to the effect "that the public exigency required the immediate delivery of the articles, and they were therefore purchased in open market," is of the same force as a decision made before the purchase, that such decision, certified in the above form, is in the nature of record evidence, and dispenses with the necessity of producing the original decision or any other proof of the exigency.

This view ignores an important jurisdictional distinction. It holds a decision or attempted decision made when the officer no longer has jurisdiction to order the purchase, and no longer has power to decide how the purchase shall be made, to be of the same weight as a decision made when the subject was before him for his official determination.

When it becomes the duty of an officer to order a purchase, it necessarily becomes his duty to decide whether the public exigency requires immediate delivery, but it is neither the duty nor within the power of an officer of the Navy to make a conclusive decision of the matter after the purchase is made.

It is well settled that a decision made by an officer (no matter how limited his jurisdiction) at a time when the discharge of his official duties necessarily includes making the decision, is conclusive until it is reversed or set aside by some competent authority; and it is equally well settled that a decision or an attempted decision made by an officer when the subject is not before him for decision is not conclusive.

After goods have been purchased and the purchase has been reported to a Bureau of the Navy Department, there is no longer occasion for the exercise of discretion as to the propriety or necessity of purchasing by open contract; there is no decision of an administrative character to be made, and any future decision in regard to the existence of an exigency, the legality of the transaction, or the rights of parties, must necessarily be of a judicial or *quasi* judicial character.

When the purchase has been made and the property is delivered, the rights of the parties, whatever they may then be, are vested, and they cannot afterwards be affected by any administrative order, or finally determined until the subject reaches the accounting officers or a court. But the decision as to whether the public exigency requires immediate delivery, made by the proper officer before the property is purchased, is the authoritative and lawful exercise of official discretion, and if such decision is fairly made, certified, and acted upon before it is overruled or set aside, it is final and conclusive of the point decided, and it protects parties acting under it.

Such exercise of discretion by an officer, at a time when it is his duty to exercise it, will not be subsequently reviewed by any tribunal, except on the question whether there was an abuse of discretion, and the record of the decision then made is the primary evidence, the production of which renders it unnecessary to go into proof of facts and circumstances before the accounting officers, or the courts, to show that the exigency existed.

Such is not the effect, however, of a decision made by the same officer after the property is purchased; and the record of a decision or attempted decision so made by him cannot be legal proof of the existence of the exigency.

I desire also to avoid misapprehension on another point. In proposing that requisitions be filed with the accounting officers as part of the voucher, it is conceded that the Treasury Department has no occasion to inspect the requisitions made by naval officers for supplies, except for the benefit of the orders that may be written upon them, but, in practice, the order directing the purchase and the decision in regard to exigency are generally entered upon the requisition, and they are so inseparably connected with it, that the voucher in such cases must lack indispensable evidence, unless one of the originals of the requisition is filed with the voucher.

It is therefore deemed advisable that requisitions, upon which orders will be endorsed, be signed in triplicate, and that the ("First") of all requisitions, having orders to purchase or decisions in regard to exigency written upon them, be filed with the accounting officers as part of the voucher.

All bills and receipts that are to become vouchers should also be executed in triplicate, and the three original copies of each should be marked, respectively, (First), (Second), and (Third), and the original that is thus marked (First) should be filed in the Treasury Department with the disbursing officer's account.

In cases where disbursing officers make payment upon vouchers that are imperfect, in either of the three requisites above mentioned, the disbursing officer may be put to the inconvenience of obtaining proof from other sources that the purchase was ordered, that the property was delivered, and, in case of open-contract purchase, that the public exigency required immediate delivery.

Where a voucher lacks the essential evidence above referred to, it is but a reasonable measure of protection to the Government and to the disbursing officer that the claim represented by the voucher be forwarded to the accounting officers for audit, before payment.

Very respectfully,

W. W. UPTON,
Comptroller.

HON. WM. E. CHANDLER,
Secretary of the Navy.

FORM No. 1.

Contract Voucher, Triplicate (First).

NAVY DEPARTMENT,

Bureau of

The United States,

To, Dr.

Appropriation.....

188 .		\$	
-------	--	----	--

Having fully examined the article above charged certify that of good quality and in all respects in conformity with the written contract of date,, 188 .

....., U. S. N.
....., U. S. N.

Received the above article in good order at, this day of, 188 .

....., U. S. N.
....., 188 .

Approved for the sum of dollars and cents.

....., U. S. N.

NAVY DEPARTMENT,

Bureau of, 188 .

Approved in triplicate for dollars and cents, payable by the Pay....., U. S. N., at, from the above appropriation.

.....
Chief of Bureau.

Received, 188 , from, Pay....., dollars and cents, in full of the above bill.

.....

GENERAL ORDERS AND CIRCULARS.

FORM NO. 2.

Open Purchase Requisition, Triplicate (First).

Office , 188 .

The following articles, not in store or obtainable here under existing contracts,
are required at for immediate use:

188 .		Estimated cost.	
		\$	

Approved: , U. S. N.

To , U. S. N.

To

NAVY DEPARTMENT,

Bureau of , 188 .

The public exigency requires the immediate delivery of the above articles, and it
is ordered that they be procured by open purchase.

.....
Chief of Bureau.

NOTE.—The officer making the requisition will state what necessity there is for immediate delivery. Tripli-
cate First of the requisition should be attached to the voucher that is to be filed with the accounting officers.

FORM NO. 3.

Open Purchase Voucher, Triplicate (First).

NAVY DEPARTMENT,

Bureau of

The United States,

To , Dr.

Appropriation

188 .		\$	
-------	--	----	--

I certify that I purchased the above articles at the prices above charged, amount-
ing in all to dollars and cents, that these prices are reasonable
and are the lowest rates at which the articles could be obtained.

..... , U. S. N.

Having fully examined the article above charged certify that of
good quality and conformable in all respects to the annexed order.

..... , U. S. N.

Received the above articles in good order at , this day of , 188 .

..... , U. S. N.

..... , 188 .

Approved for the sum of dollars and cents.

..... , U. S. N.

NAVY DEPARTMENT,
Bureau of

Approved in triplicate for dollars and cents, payable by
Pay, U. S. N., at, from above appropriation.

Chief of Bureau.

Received, 188 , from, Pay, U. S. N.,
dollars and cents, in full of the above bill.

FORM NO. 4.

Open Purchase Requisition, Triplicate (First).

U. S. S., 188 .

The following articles, not in store, are required
for immediate use

188 .		Estimated cost.
		\$

To , U. S. N.
U. S. S., 188 .

The public exigency requires the immediate delivery of the above articles, and it
is ordered that they be procured by open purchase.

Commanding U. S. S., U. S. N.,

NOTE.—The officer making the requisition will state what necessity there is for immediate delivery. Tripli-
cate First of the requisition should be attached to the voucher that is to be filed with the accounting officers.

FORM NO. 5.

Open Purchase Voucher, Triplicate (First).

U. S. S.

The United States, To , Dr.
Appropriation

188 .		\$
-------	--	----

U. S., 188 .

I certify that I purchased the above articles at the prices above charged, amount-
ing in all to dollars and cents, that those prices are reasonable and
are the lowest rates at which the articles could be obtained.

....., U. S. N.

U. S. S., 188 .

I have inspected and received the articles charged for, and I certify that
are of good quality.

....., U. S. N.

This bill is approved in triplicate for dollars and cents, payable
by Pay, U. S. N.

....., U. S. N.,
Commanding.

Received, 188 , from Pay, U. S. N., U. S.
....., dollars and cents, in full of the above bill.

FORM NO. 6.
Open Contract Requisition for Services, Triplicate (First).

To....., 188 .
..... U. S. N.

The following services, other than personal services, are required immediately at
..... for the purpose of.....

Appropriation.....

188 .	Kind of services required.	Estimated cost.	
		\$	

Respectfully submitted,

Approved: U. S. N.
..... U. S. N.

NAVY DEPARTMENT,

Bureau of....., 188 .

The public exigency requires the immediate performance of the above services, and it is ordered that they be procured by open contract.

Chief of Bureau.

NOTE.—This form is used only in cases where services, other than personal, are required, such as the use of teams, boats, ships, machinery, and the like. The officer making the requisition will state what necessity there is for procuring the services immediately. Triplicate First of the requisition should be attached to the voucher that is to be filed with the accounting officers.

FORM NO. 7.
Open Contract Voucher for Services, Triplicate (First).

NAVY DEPARTMENT,

The United States, To..... Bureau of..... Dr.

Appropriation.....

188 .		\$	
-------	--	----	--

I certify that this bill is correct, that the above services were employed by me, and that they have been duly rendered as above charged, amounting in all to..... dollars and..... cents.

....., U. S. N.

NAVY DEPARTMENT,

Bureau of....., 188 .

Approved in triplicate for..... dollars and..... cents, payable by the
Pay....., U. S. N., at....., from above appropriation.

Chief of Bureau.

Received....., 188 , from..... Paymaster's Office,....., 188 .
dollars and..... cents, in full of the above bill.

NOTE.—This voucher should refer to the contract under which the services are employed, and if they are other than personal services, such as teams, boats, ships, machinery, or the like, and were procured by open contract, the order which determined the existence of the exigency should accompany the voucher.

NAVY DEPARTMENT, BILL FORM NO. 8.

Voucher for Reservations on Contracts, Triplicate (First).

NAVY DEPARTMENT,

Bureau of.....

The United States,

To....., Dr.

Appropriation 188 .

Date. 188 .	Whole amount.		Am't reserved.	
	Dollars.	Cts.	Dollars.	Cts.
To amount of — per cent. reserved on payment for				
At the U. S.				
Under contract dated —, 188 , viz:				
On bill dated —, 188				

Having carefully examined the accounts of....., under the above contract, I certify that the said contract has in all respects been complied with and fulfilled, that the above account of reservations remaining unpaid under said contract is correct, and that the reservation above set forth is now due to him, amounting to.....dollars and cents.

....., U. S. N.
 }
 188 . }

This bill is approved in triplicate for.....dollars and.....cents, payable by Pay....., U. S. N., Navy pay office at.....

Either Commandant or Chief of Bureau.

Received....., 188 , from Pay, U. S. Navy,dollars and.....cents, in full for the above bill.

\$.....

FORM NO. 9.

Open Purchase Voucher for Supplies exempt by law from advertisement, Triplicate (First).

The United States,

To....., Dr.

Appropriation

.....

188 .		\$	
-------	--	----	--

I certify that I purchased the above articles at the prices above charged, amounting in all to.....dollars and.....cents, that those prices are reasonable and are the lowest rates at which the articles could be obtained.

....., U. S. N.
 Navy Yard (or U. S. S.)....., 188 .

Having fully examined the articles above charged.....certify that.....of good quality and conformable in all respects to the annexed order.

....., U. S. N.
 Received the above articles in good order at....., this.....day of....., 188 .
 , U. S. N.

NAVY DEPARTMENT,

Bureau of.....

Approved in triplicate for.....dollars and.....cents, payable by Pay....., U. S. N., at....., from above appropriation.

....., 188 .
Chief of Bureau.

Received....., 188 , from Pay....., U. S. N.,dollars and.....cents, in full of the above bill.

NOTE.—The order authorizing or making the purchase should accompany the voucher.

NOTE.—The above form was submitted by letter of the Second Comptroller dated February 11, 1885, as applicable to purchases under section 3721, Revised Statutes, and other similar laws.

ORDER.

February 14, 1885.

Hereafter reports and certificates of settlement sent by the accounting officers of the Treasury to the Department for action will be taken up in the order in which received, and preferences will not be given to any case unless there are circumstances justifying immediate action.

Requisitions to draw money from the Treasury will not be made *special* unless the public interests so demand, or there is good and sufficient reason therefor.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 333.

February 16, 1885.

By the act of Congress approved January 30, 1885, it is "Provided, that all enlisted men and boys in the Navy, attached to any United States vessel or station and doing duty thereon, and naval cadets, shall be allowed a ration or commutation thereof in money, under such limitations and regulations as the Secretary of the Navy may prescribe."

The U. S. Navy Ration Regulations, with allowances and requisition tables, printed November 11, 1884, issued by the Paymaster General and approved by the Department, are, by authority conferred by the act of Congress of January 30, 1885, hereby reaffirmed and ordered to be enforced at all naval stations and upon all United States naval vessels in commission.

Commanders of squadrons, and of vessels acting singly, will hereafter cause requisitions for provisions to be made by the proper pay officer upon the Bureau of Provisions and Clothing at least once in six months, and oftener if necessary, for the supply of anticipated needs of such squadron or vessel, and accompany the same with information where and when such supplies will most conveniently, expeditiously, and safely reach them.

All officers in command of naval vessels and stations, and all pay officers on duty, will report the receipt of the U. S. Ration Regulations above mentioned, and the receipt of this order, and where the said Regulations have not already been adopted they will be enforced from the first of the month succeeding the receipt of this order.

All previous orders and ration regulations inconsistent with this order and U. S. Navy Ration Regulations, dated November 11, 1884, are hereby rescinded.

The following particulars relating to the subject of this order are published for the general information of the service and the guidance of those immediately concerned:

A board of officers was convened on the second of January, 1884, to consider various questions regarding the Navy ration.

Enquiries touching every phase of the questions considered were made of the most experienced officers and medical experts, the investigations extending over several months.

Such additions to the variety of food have been made as, in the opinion of the Department, are justified by law.

The board recommended the establishment of a school of instruction for cooks, and the limitation of commutation to the proportion allowed in the new ration regulations. For the purpose of carrying into further effect the recommendations of the board, commanding officers of all receiving and training-ships will report to the Department for consideration such plans as they may deem best for employment and instruction of cooks in the Navy.

The ration is not a part of the pay, but is a limited allowance by Government, under certain conditions defined by law, to the officers and enlisted men of the service, as a military necessity.

In order that wastefulness and loss from deterioration of food supplies, by age, shall be avoided and that the naval service shall at all times be prepared to utilize the ration, it is important that the rations provided by law shall be issued in kind, whenever practicable.

Commutation of the ration by the enlisted men is not a right, but an allowance granted only by Executive authority.

Money paid to enlisted men for the commutation of rations is taken from the appropriation "Provisions," and should never be diverted to enhance the wages of cooks or other persons in the Navy. Commutation should be permitted only upon the distinct understanding that the money accruing therefrom shall be expended for the procurement of articles of food not provided by law and deemed necessary for the health and comfort of the enlisted men, and, as the U. S. Navy ration is believed by competent authority to be, in the chemical and physical values of the foods which it comprises, "amply sufficient for all demands that may be made upon it under varying circumstances," commutation should be limited.

WM. E. CHANDLER,
Secretary of the Navy.

GENERAL ORDER, No. 334.

February 17, 1885.

The "Date of Precedence-List," as it stands printed in the annual edition of the Navy Register of January, 1885, is hereby established as the correct list from which the length of service of the officers of the Navy shall be estimated in determining their precedence, under existing law; and all lists of officers in other parts of the Register have been arranged to conform to the "Date of Precedence-List."

WM. E. CHANDLER,
Secretary of the Navy.

REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

GENERAL ORDER, No. 335.

March 25, 1885.

An act of Congress to adopt the "Revised International Regulations for Preventing Collisions at Sea" having been approved March 3, 1885, all naval officers will make themselves familiar with its provisions and govern themselves accordingly.

The following act applies only to the high seas and coast waters, and does not repeal existing laws or regulations in force for the navigation of harbors, lakes, and inland waters.

Attention is called to paragraphs "a" and "c" of Article 10, which have not been adopted by foreign governments.

Paragraph "a" has been modified by the British government to read as follows, viz:

"All fishing-vessels and fishing-boats of twenty tons net registered tonnage or upwards, when under way and when not required by the following regulations in this article to carry and show the lights therein named, shall carry and show the same lights as other vessels under way."

Paragraph "c" has been omitted.

But these two provisions apply only to "fishing-vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre."

WM. C. WHITNEY,
Secretary of the Navy.

AN ACT to adopt the "Revised International Regulations for Preventing Collisions at Sea."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following "Revised International Rules and Regulations for Preventing Collisions at Sea" shall be followed in the navigation of all public and private vessels of the United States upon the high seas and in all coast waters of the United States, except such as are otherwise provided for, namely:

"ARTICLE 1. In the following rules every steamship which is under sail and not under steam is to be considered a sailing-ship, and every steamship which is under steam, whether under sail or not, is to be considered a ship under steam.

"RULES CONCERNING LIGHTS.

"ART. 2. The lights mentioned in the following articles numbered three, four, five, six, seven, eight, nine, ten, and eleven, and no others, shall be carried in all weathers, from sunset to sunrise.

"ART. 3. A sea-going steamship, when under way, shall carry—

"(a) On or in front of the foremast, at a height above the hull of not less than twenty feet, and if the breadth of the ship exceeds twenty feet, then at a height above the hull not less than such breadth, a bright white light, so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the ship, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles.

"(b) On the starboard side a green light, so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

"(c) On the port side a red light, so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

"(d) The said green and red side-lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

"ART. 4. A steamship when towing another ship shall, in addition to her side-lights, carry two bright white lights in a vertical line, one over the other, not less than three feet apart, so as to distinguish her from other steamships. Each of these lights shall be of the same construction and character, and shall be carried in the same position, as the white light which other steamships are required to carry.

"ART. 5. (a) A ship, whether a steamship or a sailing-ship, which from any accident is not under command, shall at night carry, in the same position as the white light which steamships are required to carry, and if a steamship, in place of that light, three red lights in globular lanterns, each not less than ten inches in diameter, in a vertical line, one over the other, not less than three feet apart, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and shall by day carry in a vertical line, one over the other, not less than three feet apart, in front of but not lower than her foremast-head, three black balls or shapes, each two feet in diameter.

"(b) A ship, whether a steamship or a sailing-ship, employed in laying or in picking up a telegraph cable, shall at night carry, in the same position as the white light which steamships are required to carry, and if a steamship, in place of that light, three lights in globular lanterns, each not less than ten inches in diameter, in a vertical line, one over another, not less than six feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character that the red lights shall be visible at the same distance as the white light. By day she shall carry, in a vertical line, one over the other, not less than six feet apart, in front of but not lower than her foremast-head, three shapes not less than two feet in diameter, of which the top and bottom shall be globular in shape and red in color, and the middle one diamond in shape and white.

"(c) The ships referred to in this article when not making any way through the water shall not carry the side-lights, but when making way shall carry them.

"(d) The lights and shapes required to be shown by this article are to be taken by other ships as signals that the ship showing them is not under command, and cannot therefore get out of the way. The signals to be made by ships in distress and requiring assistance are contained in article twenty-seven.

"ART. 6. A sailing-ship under way or being towed shall carry the same lights as are provided by article three for a steamship under way, with the exception of the white light, which she shall never carry.

"ART. 7. Whenever, as in the case of small vessels during bad weather, the green and red side-lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side. To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.

"ART. 8. A ship, whether a steamship or a sailing-ship, when at anchor, shall carry, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light, in a globular lantern of not less than eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all round the horizon at a distance of at least one mile.

"ART. 9. A pilot vessel, when engaged on her station on pilotage duty, shall not carry the lights required for other vessels, but shall carry a white light at the mast-head, visible all round the horizon, and shall also exhibit a flare-up light or a flare-up lights at short intervals, which shall never exceed fifteen minutes. A pilot vessel, when not engaged on her station on pilotage duty, shall carry lights similar to those of other ships.

"ART. 10. Open boats and fishing-vessels of less than twenty tons net registered tonnage, when under way and not when having their nets, trawls, dredges, or lines in the water, shall not be obliged to carry the colored side-lights; but every such boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

"The following portion of this article applies only to fishing-vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre:

"(a) All fishing-vessels and fishing-boats of twenty tons net registered tonnage or upward, when under way and when not having their nets, trawls, dredges, or lines in the water, shall carry and show the same lights as other vessels under way.

"(b) All vessels when engaged in fishing with drift-nets shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall be not less than six feet and not more than ten feet, and so that the horizontal distance between them, measured in a line with the keel of the vessel, shall be not less than five feet and not more than ten feet. The lower of these two lights shall be the more forward, and both of them shall be of such a character and contained in lanterns of such construction as to show all round the horizon, on a dark night, with a clear atmosphere, for a distance of not less than three miles.

"(c) All vessels when trawling, dredging, or fishing with any kind of drag-nets shall exhibit, from some part of the vessel where they can be best seen, two lights. One of these lights shall be red and the other shall be white. The red light shall be above the white light, and shall be at a vertical distance from it of not less than six feet and not more than twelve feet; and the horizontal distance between them, if any, shall not be more than ten feet. These two lights shall be of such a character and contained in lanterns of such construction as to be visible all round the horizon, on a dark night, with a clear atmosphere, the white light to a distance of not less than three miles and the red light of not less than two miles.

"(d) A vessel employed in line-fishing, with her lines out, shall carry the same lights as a vessel when engaged in fishing with drift-nets.

"(e) If a vessel when fishing with a trawl, dredge, or any kind of drag-net, becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall show the light and make the fog-signal for a vessel at anchor.

"(f) Fishing-vessels and open boats may at any time use a flare-up, in addition to the lights which they are by this article required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging, or fishing with any kind of drag-net shall be shown at the afterpart of the vessel, excepting that if the vessel is hanging by the stern to her trawl, dredge, or drag-net they shall be exhibited from the bow.

"(g) Every fishing-vessel and every open boat when at anchor between sunset and sunrise shall exhibit a white light, visible all around the horizon at a distance of at least one mile.

"(h) In a fog a drift-net vessel attached to her nets, and a vessel when trawling, dredging, or fishing with any kind of drag-net, and a vessel employed in line-fishing with her lines out, shall, at intervals of not more than two minutes, make a blast with her fog-horn and ring her bell alternately.

"ART. 11. A ship which is being overtaken by another shall show from her stern to such last-mentioned ship a white light or a flare-up light.

"SOUND SIGNALS FOR FOG, AND SO FORTH.

"ART. 12. A steamship shall be provided with a steam-whistle or other efficient steam sound signals, so placed that the sound may not be intercepted by any obstructions, and with an efficient fog-horn, to be sounded by a bellows or other mechanical means, and also with an efficient bell. (In all cases where the regulations require a bell to be used, a drum will be substituted on board Turkish vessels.) A sailing-ship shall be provided with a similar fog-horn and bell.

"In fog, mist, or falling snow, whether by day or night, the signals described in this article shall be used as follows, that is to say:

"(a) A steamship under way shall make with her steam-whistle or other steam sound signal, at intervals of not more than two minutes, a prolonged blast.

"(b) A sailing-ship under way shall make with her fog-horn, at intervals of not more than two minutes, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

"(c) A steamship and a sailing-ship when not under way shall, at intervals of not more than two minutes, ring the bell.

"SPEED OF SHIPS TO BE MODERATE IN FOG, AND SO FORTH.

"ART. 13. Every ship, whether a sailing-ship or a steamship, shall in a fog, mist, or falling snow, go at a moderate speed.

"STEERING AND SAILING RULES.

"ART. 14. When two sailing-ships are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows, namely:

"(a) A ship which is running free shall keep out of the way of a ship which is close hauled.

"(b) A ship which is close hauled on the port tack shall keep out of the way of a ship which is close hauled on the starboard tack.

"(c) When both are running free with the wind on different sides, the ship which has the wind on the port side shall keep out of the way of the other.

"(d) When both are running free, with the wind on the same side, the ship which is to windward, shall keep out of the way of the ship which is to leeward.

"(e) A ship which has the wind aft shall keep out of the way of the other ship.

"ART. 15. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This article only applies to cases where ships are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two ships which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of the two ships is end on, or nearly end on, to the other; in other words to cases in which by day each ship sees the masts of the other in a line, or nearly in a line, with her own, and by night to cases in which each ship is in such a position as to see both the side-lights of the other. It does not apply by day to cases in which a ship sees another ahead crossing her own course, or by night to cases where the red light of one ship is opposed to the red light of the other, or where the green light of one ship is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

"ART. 16. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

"ART. 17. If two ships, one of which is a sailing-ship and the other a steamship, are proceeding in such directions as to involve risk of collision, the steamship shall keep out of the way of the sailing-ship.

"ART. 18. Every steamship, when approaching another ship so as to involve risk of collision, shall slacken her speed, or stop and reverse, if necessary.

"ART. 19. In taking any course authorized or required by these regulations, a steamship under way may indicate that course to any other ship which she has in sight by the following signals on her steam-whistle, namely:

"One short blast to mean 'I am directing my course to starboard.'

"Two short blasts to mean 'I am directing my course to port.'

"Three short blasts to mean 'I am going full speed astern.'

"The use of these signals is optional, but if they are used the course of the ship must be in accordance with the signal made.

"ART. 20. Notwithstanding anything contained in any preceding article, every ship, whether a sailing-ship or a steamship, overtaking any other shall keep out of the way of the overtaken ship.

"ART. 21. In narrow channels every steamship shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such ship.

"ART. 22. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course.

"ART. 23. In obeying and construing these rules due regard shall be had to all dangers of navigation, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

"NO SHIP, UNDER ANY CIRCUMSTANCES, TO NEGLECT PROPER PRECAUTIONS.

"ART. 24. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of

any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.

“RESERVATION OF RULES FOR HARBOR AND INLAND NAVIGATION.

“ART. 25. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbor, river, or inland navigation.

“SPECIAL LIGHTS FOR SQUADRONS AND CONVOYS.

“ART. 26. Nothing in these rules shall interfere with the operation of any special rules made by the government of any nation with respect to additional station and signal lights for two or more ships of war or for ships sailing under convoy.

“ART. 27. When a ship is in distress and requires assistance from other ships or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, that is to say:

“In the daytime—

“First. A gun fired at intervals of about a minute.

“Second. The international code signal of distress indicated by N. C.

“Third. The distant signal, consisting of a square flag, having either above or below it a ball, or anything resembling a ball.

“At night—

“First. A gun fired at intervals of about a minute.

“Second. Flames on the ship (as from a burning tar-barrel, oil-barrel, and so forth).

“Third. Rockets or shells, throwing stars of any color or description, fired one at a time, at short intervals.”

SEC. 2. That all laws and parts of laws inconsistent with the foregoing “Revised International Rules and Regulations” for the navigation of all public and private vessels of the United States upon the high seas, and in all coast waters of the United States, are hereby repealed, except as to the navigation of such vessels within the harbors, lakes, and inland waters of the United States; and that this act shall take effect and be in force from and after the first day of September, anno Domini eighteen hundred and eighty-four.

Approved, March 3, 1885.

GENERAL ORDER, No. 336.

March 27, 1885.

The following act of Congress is published for the information and government of all concerned.

WM. C. WHITNEY,
Secretary of the Navy.

AN ACT to amend section fifteen hundred and fifty-six of the Revised Statutes, giving longevity pay to certain officers of the Navy.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act the passed assistant engineers of the Navy shall receive during the third five years after the date from which they take rank as passed (first) assistants, when at sea, two thousand four hundred and fifty dollars; on shore duty, two thousand two hundred and fifty dollars; on leave or waiting orders, one thousand nine hundred dollars. During and after the fourth five years from such date, when at sea, two thousand seven hundred dollars; on shore duty, two thousand three hundred and fifty dollars; on leave or waiting orders, one thousand nine hundred and fifty dollars. And section fifteen hundred and fifty-six of the Revised Statutes is hereby amended accordingly.

Approved, March 3, 1885.

CIRCULAR No. 33.

March 30, 1885.

The following Executive order, fixing the rate of pay of seamen-apprentices of the first and second classes, is published for the information of all concerned.

J. G. WALKER,
Acting Secretary of the Navy.

EXECUTIVE MANSION,
Washington, D. C., March 27, 1885.

The pay of the ratings of seaman-apprentice, first class, and seaman-apprentice, second class, established January 1, 1885, by Circular Order No. 32 of the Navy Department, dated January 13, 1885, is as follows:

Seaman-apprentice, 1st class, \$24 per month.

Seaman-apprentice, 2d class, \$19 per month.

GROVER CLEVELAND.

GENERAL ORDER, No. 337.

May 22, 1885.

Much valuable time has been expended by the individual members of the Board of Detail in the consideration of the less important duties connected with that board, to the neglect of larger and more important matters connected with their Bureaus. General Order No. 322 is so far modified that the detail office of the Navy Department will hereafter be managed by the Chief of the Bureau of Navigation, who will be held responsible for the assignment to duty of all officers excepting those specified below.

The informal board of four officers, created by Department's letters of October 1st last, to advise the Secretary concerning the detail of naval officers, will continue to meet once a week to consider the assignment of officers to command squadrons, stations, and ships, and such questions as may be referred to it by the Secretary.

All communications from naval officers relating to assignment to duty will be addressed to the "Office of Detail, Navy Department."

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 338.

June 13, 1885.

General Order No. 333 and the "U. S. Navy Ration Regulations approved November 15, 1884," are so far modified that, in future, the number of rations to be commuted is left to the discretion of commanding officers. Rations stopped for the comfort and benefit of appointed petty officers and enlisted men of the Navy and Marine Corps are to be commuted for the actual period of time during which they are not drawn.

WM. C. WHITNEY,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 43.

June 27, 1885.

Paragraph 33, page 131, of the U. S. Navy Regulations, reads as follows:

"All telegrams of a personal nature, such as applications for detachment, for orders, extensions of leave, &c., must be paid for by the parties sending them; telegrams sent by officers at Government expense must be as brief as possible."

The attention of all officials connected with the Navy Department, and of officers of the naval service, is called to this regulation, and its observance enjoined. The telegraph should not be resorted to unnecessarily at the public expense, nor when a communication by mail would answer all purposes. It is observed that in many instances no care is taken to reduce the message to its lowest, clearly intelligible limits, and much unnecessary verbiage is used.

Telegrams strictly personal, or for the convenience or in the interests of the sender, must not be transmitted at Government expense.

This regulation is not intended to forbid the use of the telegraph in announcing the arrival, departure, or movements of vessels, or to communicate to the Department information which it should possess as early as possible.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 339.

June 30, 1885.

General Order No. 307, of this Department, dated July 5, 1883, relative to officers attached to cruising vessels transferring their families to convenient visiting points, is hereby revoked.

WM. C. WHITNEY,
Secretary of the Navy.

CIRCULAR No. 34.

July 13, 1885.

Officers in charge of Navy pay offices in making disbursements on account of the expenses of their offices will require receipted bills as vouchers in all cases where it is practicable to procure them. Where payment is not made directly to the party supplying the article or performing the service, but to a second party, sub-vouchers should be obtained and rendered, if it is possible to procure them. In submitting vouchers of expenditures to the Department for approval they will accompany them with an abstract in triplicate, showing the names of the parties to whom payment was made, the nature of the supplies or service, and the amount paid, the whole to be footed up, and followed by a skeleton endorsement of this kind, viz:

NAVY DEPARTMENT,
_____, _____, 188 .

The expenditures covered by the vouchers enumerated in the foregoing abstract, amounting to _____ dollars and _____ cents, are hereby approved.

_____,
Secretary of the Navy.

Bills on prescribed forms, payable from Contingent of the Navy or Pay Miscellaneous, submitted to the Secretary of the Navy for approval, will be made out in triplicate, one part of which will be returned to the Secretary for the files of the Department, after payment, duly receipted.

Purchasing paymasters will require with bills, approved by the Secretary of the Navy or other proper authority, presented for payment, sub-vouchers or itemized statements where the bill itself does not embody the items for which payment is to be made, in order that the same may accompany their accounts submitted for settlement.

WM. C. WHITNEY,
Secretary of the Navy.

CIRCULAR LETTER.

July 15, 1885.

SIR: If contracts have not already been made for ice for the various departments of the yard under your command for the present fiscal year, proposals should be invited by public advertisement for the same, or by written invitation to the principal dealers. This will probably secure ice at a more reasonable rate than if purchased or contracted for by each department separately and supplied by different persons. A similar course should be pursued with regard to other articles which are in common use in all the departments of the yard; each department providing for the payment of its own bills.

When called on, the Secretary of the Navy will issue the requisite orders for publishing the advertisements, should the amount involved justify the expense of advertising.

Very respectfully,

To Commandants of Navy Yards.

WM. C. WHITNEY,
Secretary of the Navy.

REGULATION AS TO LEAVES OF ABSENCE.

July 16, 1885.

The act of March 3, 1883, provides that all absence from the Executive Departments, of clerks and other employés, in excess of such leave as may be granted by the heads thereof (which shall not exceed thirty days in any one year, unless in cases of sickness), shall be without pay. The calendar year was adopted under this law as the year contemplated therein. The law clearly intends that the employés indicated shall not be absent more than thirty days with pay, except in cases of actual sickness.

The full limit of the law—that is, thirty days within a year, when the interest of the public service will permit—is hereby prescribed for this Department; and all absence beyond that period must be without pay, unless further time be allowed on account of absolute illness of the employé, such as to render him incapable of attending to his duties. In such cases a certificate of the attending physician that the employé is or was so incapacitated will be required; and the question of pay for the time absent or of including it within the thirty days will be a matter for special consideration, all the circumstances of the case to be fully and fairly weighed.

In cases where there has been no absence since the 1st of January, and the full term of thirty days is asked for, it must be understood that, if granted, any additional absence from any cause at any future time within the year must be without pay; or, in case of sickness, subject to the condition above stated.

The Bureaus of the Department in recommending leave to employés will be careful that absences are so arranged as to interfere as little as possible with the prompt performance of the Duties of the bureau.

A record of all absences must be carefully kept and submitted at the end of the year.

WM. C. WHITNEY,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 44.

October 26, 1885.

As uniformity is essential in the manner of preparing correspondence for transmission to the Navy Department and the Bureaus and offices thereof, especially in the size and other particulars of the paper used, Chapter XVII of the Navy Regulations is hereby modified as follows:

1. After present supplies of regulation and foolscap papers are exhausted, *letter paper only will be used for official correspondence in this Department and in the naval service.* The letter paper is to be $7\frac{1}{4}$ inches by 10 inches in size; the whole sheets to have fifteen lines on first page and nineteen lines on the second and third, and the fourth to be blank for endorsements; the single sheets to have fifteen lines on one page and the other to be blank for endorsements. The ruling to be within $\frac{1}{4}$ of an inch to the left and right.

2. Letters are to be folded twice. The first or upper fold of the letter (which is the back of its heading) is to be properly endorsed with the name of the vessel, navy yard, or station, the name of the writer, and a brief in a clear hand of the subject of the letter, leaving not less than 1 inch blank space above the endorsement for the receiving stamp of the Department, Bureau, or office to which it is addressed.

3. In forwarding letters, the forwarding stamp and signature should be on the face and not on the folds.

4. The number of enclosures accompanying a paper will be noted just below the endorsement.

5. A whole sheet is not to be used if the letter is completed on one page.

6. In replying to numbered letters from the Navy Department, its Bureaus and offices, its file-number, date, and a brief reference to its subject will be given.

7. Returns, requisitions, vouchers, and reports on prescribed printed forms, which are complete in themselves, and properly authenticated, and do not require special explanation, will not be accompanied by a letter of advice or transmittal.

8. For *semi-official correspondence* note paper will be used.

9. Paper, envelopes, and all other articles of stationery furnished to vessels, navy yards, and stations, are intended for official business; officers will therefore exercise care to prevent waste of such articles.

10. Officers signing and forwarding letters will be held responsible for a strict compliance with these directions, and must pay personal attention to the matter until a radical change has been consummated in the manner of preparing correspondence for transmission to the Navy Department, and the bureaus and offices thereof.

D. B. HARMONY,
Acting Secretary of the Navy.

GENERAL ORDER, No. 340.

November 24, 1885.

Hereafter, in conducting official correspondence in the naval service, envelopes containing communications intended for officials having recognized titles will be addressed to them by title, and not to them as individuals: for instance, "The Secretary of the Navy," "The Chief of the Bureau of Yards and Docks," "The Commandant," "The Commanding Officer," &c., &c. All reports, letters, and telegrams relating to the movements of vessels of the Navy will be addressed to the "Office of Detail."

WM. C. WHITNEY,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 45.

December 2, 1885.

As the address and signature, as well as the body of all official cable and telegraphic messages, are charged per word, the Department directs that care shall hereafter be taken to reduce such communications to the lowest clearly intelligible limits. To this end all telegraphic and cable messages relating to the movements of vessels of the Navy will be addressed simply "DETAIL, WASHINGTON," and the practice of affixing the full name and title of the sender will be discontinued.

As a large majority of telegrams reporting the arrival of vessels at different ports are simply intended to convey to the Department information as to the whereabouts of the vessels, and to give intelligence as to the health of the officers and crew, the name of the vessel only in the body of the message will hereafter be used in such cases, for instance:

Detail, Washington,
"Chicago,"
Perry,

will be quite sufficient to convey to the Department a clear understanding as to the whereabouts of the ship (as the place from which the message is sent is invariably stated by the receiving office), and that her officers and crew are well.

All telegrams and cable messages sent to the Department will be subsequently confirmed by letter, quoting the text of the message, and giving such additional information in relation to the subject wired as may be deemed essential.

D. B. HARMONY,
Acting Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 46.

December 7, 1885.

Regulation Circular No. 17, relative to the examination of passed assistant engineers for promotion, is hereby rescinded and the following substituted therefor:

Before a passed assistant engineer can be commissioned a chief engineer in the Navy he must have passed an examination before naval medical officers as to his physical fitness, and a satisfactory examination before a board of naval engineer officers designated by the Secretary of the Navy.

A candidate for promotion to the grade of chief engineer must have served at least two years at sea as a passed assistant engineer on board a naval steamer.

Testimonial letters from commanding officers and senior engineers with whom the candidate has served as a passed assistant engineer will be submitted to the Examining Board. Should these testimonials be unsatisfactory as to his other than professional qualifications the board will, without acting on his case, refer it to the Department for such action as may be required under the circumstances.

The candidate will be examined on the following subjects:

1. Testimonials.
2. Mechanics, embracing statics, dynamics, hydrostatics, hydrodynamics, and pneumatics; heat, electricity, and chemistry.
3. The details of the construction of the various marine boilers in use; the proportioning of boilers for a given power for simple and compound engines; deterioration of boilers, causes and remedies.
4. Principles, peculiarities, and details of construction of different condensers. Air, circulating, and feed-pumps, derangements in their operation, with the causes thereof, and how to prevent and correct them. Description of various steam-pumps and injectors.
5. Principles, peculiarities, and details of construction of the various kinds of steam and expansion-valves and valve-gears applied to steam machinery. Various types of marine governors.
6. Practical building and repairing of steam machinery. Capability of furnishing a working drawing. Practical metallurgy.
7. Theory, laws, and details of construction of the various propelling instruments in use and the necessary calculations relating to them.
8. Theory of the steam-engine, the calculations connected therewith, and the interpretation of indicator diagrams.
9. Advantages and disadvantages of the different kinds of marine engines (simple and compound). Ability to proportion them for a given vessel to secure a given speed with a given propelling instrument.
10. Strength of materials and the influence of form in connection therewith.
11. General theory and practice of iron shipbuilding.

VALUATION OF SUBJECTS.

No. 1.....	100	Carried forward.....	540
" 2.....	100	No. 7.....	90
" 3.....	90	" 8.....	100
" 4.....	70	" 9.....	100
" 5.....	80	" 10.....	90
" 6.....	100	" 11.....	80
	540	Total.....	1,000

Lowest satisfactory, 700.

WM. C. WHITNEY,
Secretary of the Navy.

U. S. NAVY REGULATION CIRCULAR, No. 47.

December 8, 1885.

In accordance with Regulation Circular No. 2, paragraph 17, which is published in the Navy Register, all officers are instructed, upon the receipt of this circular, to furnish the Office of Detail with the name of the town or city and State claimed as their "habitual residence."

Such residence will be entered in a book, kept for that purpose, in the Detail Office, and all changes will be noted therein.

When drawing mileage to his home an officer will certify upon his orders his residence, which will in all cases correspond to his "habitual residence" as recorded in the Office of Detail.

No change of official residence will be made without due notice and permission of the Department.

An officer's legal residence is not necessarily his official or habitual residence.

WM. C. WHITNEY,
Secretary of the Navy.

CIRCULAR.

December 28, 1885.

Officers of the Navy and Marine Corps in this city will assemble in special full-dress uniform at the office of the Secretary of the Navy, Navy Department, by or before 11.30 a. m., Friday, January 1, 1886, whence they will proceed to the Executive mansion to pay their respects to the President of the United States.

They will form by corps, according to rank, in the order given in the Navy Register.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 341.

January 1, 1886.

General Orders Nos. 272 and 281, relating to seamen-gunners, are hereby modified as follows:

Hereafter seamen-gunners will not be classed with petty officers, but with seamen, first class; and all seamen who pass through the Ordnance School of Instruction at Newport and Washington will be rated seamen-gunners upon the completion of the course, and cannot be reduced to a lower rating except by sentence of a court-martial.

The words "qualified as seaman-gunner" will be written in red ink across the face of the continuous-service certificate of each person qualified as above, and signed by the inspector of ordnance of the stations at Newport and Washington when the course is completed, with the date of its completion.

The same endorsement will be placed on the continuous-service certificate of any enlisted petty officer who may pass through the course.

All petty officers of the line, armorers, machinists, and lamp-lighters employed in connection with electrical plant, will hereafter be selected exclusively from seamen-gunners when available.

Men having qualified as seamen-gunners can re-enlist as such, even if not enlisted under continuous-service certificate, on giving satisfactory evidence that they have so qualified.

The pay of seamen-gunners hereafter will be \$26 per month.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 342.

February 1, 1886.

The attention of commanding officers, and others concerned, is called to paragraph 6, Article 20, of the "Articles for the Government of the Navy."

The Department learns that enlisted men are frequently transferred from squadrons or ships, or from one station to another, for hospital treatment, discharge, confinement, or other good causes, without having their accounts *with them*, thus causing embarrassment, and sometimes correspondence on the subject.

Care must be taken hereafter, by those on whom the duty devolves, to comply fully with the requirements of the paragraph mentioned, and any neglect on their part to do so will be promptly made known to the Department by the commanding officer of the station or vessel to whom the transferred person reports.

D. B. HARMONY,
Acting Secretary of the Navy.

GENERAL ORDER, No. 343.

February 5, 1886.

General Order No. 268, dated April 2, 1881, is hereby so amended as to authorize payments for mileage to be made, also, by the pay officer attached to the navy yards at Portsmouth, N. H., and Pensacola, Fla., and naval station at Key West, Fla.

In determining the shortest distance traveled, the "Official Table of Distances," published by authority of the Secretary of War, will be used.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 344.

March 10, 1886.

The recent decisions of the Supreme Court of the United States on appeal, in the cases of the United States *vs.* Redgrave and the United States *vs.* Perkins, have affirmed the construction given by the Court of Claims to the provisions of the act of August 5, 1882, relating to the discharge of surplus graduates from the Naval Academy.

Under the construction of the act referred to, as thus settled, it appears that cadet engineers who, either in 1881 or 1882, on the completion of a four years' course of

instruction at the Naval Academy, passed a successful examination and received a certificate to that effect, thereby became graduates, and, as such, were not constituted and made naval cadets under the act aforesaid, and were not subject to the provisions of that act relating to the discharge of surplus graduates.

It further appears that, of the cadet engineers hereinafter named, twenty-one, after a four years' course, graduated at the Naval Academy in 1881, and six, in like manner, graduated in 1882, but that they were, under an erroneous construction of the law and in pursuance of General Order No. 302, dated December 12, 1882, designated as naval cadets, and, as such, were further examined at the final graduating examinations in 1883 and 1884, and immediately thereafter were notified that, under the provisions of the act of August 5, 1882, they were honorably discharged from the service with one year's pay.

It further appears that, in some instances, the cadet engineers thus notified declined to accept such discharge or the pay attached thereto, while others accepted the pay either with or without protest. The Department is, however, advised by the Attorney General to the effect that the acceptance or non-acceptance of the discharge and pay thus tendered does not alter the legal status of any cadet engineer who, under the aforesaid erroneous construction of the law, was designated and notified of his discharge as a surplus graduate.

Under these circumstances, and for the purpose of giving due effect to the decisions of the courts, it is ordered that the names of the following cadet engineers be, and the same are hereby, restored to the Navy Register:

Gustave Kammerling.	Lloyd Bankson.	Solon Arnold.	Otto C. Gsantner.
O. B. Shallenberger.	DeWitt C. Redgrave.	Arthur R. Bush.	Clarence C. Willis.
James E. Byrne.	Robert Stewart, jr.	Martin A. Anderson.	Frank H. Conant.
Frank B. Dowst.	Isaac B. Parsons.	Thomas J. Hogan.	Harry G. Leopold.
Kenneth McAlpine.	William W. White.	Robert J. Beach.	Charles H. Howland.
Wm. Stuart Smith.	Bias C. Sampson.	William H. Gartley.	Ward P. Winchell.
William T. Webster.	Lyman B. Perkins.	Albert Moritz.	

The above-named cadet engineers will be regarded as now on waiting orders, and as having been, respectively, on waiting orders since the date when they were notified that they were discharged from the service.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 345.

April 3, 1886.

I. The Secretary of War and of the Navy having approved a joint report of a board of officers of the Army and Navy recommending the adoption of the English Morse code for purposes of visual signaling in and between the Army and Navy, the use of the General Service code of signals will be discontinued throughout the Navy.

II. The following is the English Morse code:

ALPHABET.

A ---	J -----	S ---
B ----	K -----	T ---
C -----	L -----	U ----
D ----	M ----	V -----
E -	N ---	W ----
F -----	O -----	X -----
G ----	P -----	Y -----
H ----	Q -----	Z -----
I --	R ----	

NUMERALS.

1 -----	5 -----	9 -----
2 -----	6 -----	0 -----
3 -----	7 -----	
4 -----	8 -----	

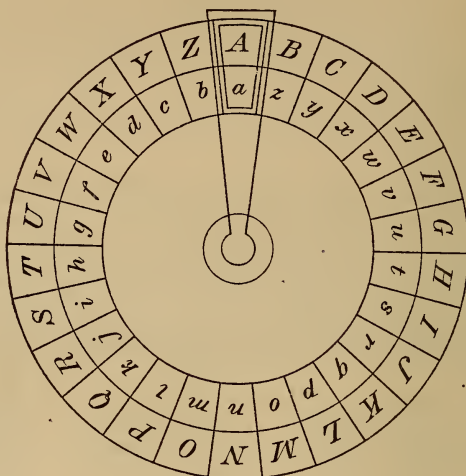
PUNCTUATION.

Period - - - -

In using the foregoing code for transmitting messages by flag or torch, the dot is represented by a motion to the right of the sender, and a dash by a motion to the left; at the end of each word a "front" motion is made. These three motions are exactly the same as heretofore prescribed for the motions 1, 2, and 3 in the General Service code.

III. The following method of enciphering signal messages in and between the Army and Navy will be used:

CIPHER DISK.



Rules for its use.

1. If there be no previous agreement, the letter "a" of the inner circle will be set opposite the letter "A" on the outer circle.

2. The message being written down in plain English by using the letters in the outer circle, the corresponding letters on the inner circle will be *transmitted*.

3. The message will be deciphered by writing down from the outer circle the letters found opposite the letters in the enciphered (transmitted) message taken on the inner circle.

4. By preconcerted agreement any letter may be chosen on the inner circle as the key-letter to be set opposite the "A" on the outer circle; or countersign words may be used, in which case the key-letter is changed as often as there are different letters in the countersign words. In all cases the enciphered message should be divided into groups of letters, four letters in each group; and when signaling with flag or torch the signal (front motion) for end of word should be made at the end of each group.

IV. Cipher disks and cards containing this code will be obtained from the Bureau of Navigation.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 346.

April 20, 1886.

Hereafter, enlisted men of the Navy, not under instruction at Newport or Washington, when employed in submarine diving will receive extra compensation at the rate of one dollar for each hour so employed under water. Breathing time, and other time necessarily out of water, will not be deducted, if not exceeding fifteen minutes, or one-fifth of the whole time immersed.

Such compensation is to be charged to the Bureau for which the service is performed.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 347.

May 13, 1886.

Hereafter, men belonging to the "artificer" and "special" classes on board all vessels of the Navy are to be thoroughly drilled in the use of great guns, machine-guns, torpedoes, and small arms.

The attention of all inspecting officers is called to this order.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 348.

May 24, 1886.

General Order No. 343, dated February 5, 1886, is hereby so amended as to authorize payments for mileage to be made, also, by the pay officer attached to the Torpedo Station, Newport, R. I.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 349.

June 30, 1886.

The Department is advised by the Attorney-General, in an opinion dated May 14, 1886, to the effect that, under the recent decision of the Supreme Court of the United States on appeal, in the cases of the United States *vs.* Redgrave and the United States *vs.* Perkins, the discharge of cadet engineers who completed their four years' course of instruction at the Naval Academy in 1881 or 1882, and who on a further examination as naval cadets in 1883 or 1884 were found disqualified for the service either by physical disability or for deficiency in studies, is illegal and inoperative.

In view of this decision it is ordered as follows:

In the case of Clarence H. Mathews, who graduated as a cadet engineer at the end of his four years' course in 1881, but who was dropped from the Navy March 25, 1884, as having failed to pass his physical examination at the end of a six years' course, it is ordered that his name be and the same is hereby restored to the Navy Register, such restoration to take effect from and including March 25, 1884.

In the cases of John C. Leonard and Andrew McAllister, graduated cadet engineers of the class of 1882, who were dropped for physical disqualification December 31, 1884, it is ordered that their names be and the same are hereby restored to the Navy Register, such restoration to take effect from and including December 31, 1884.

In the case of Willis B. Day, a graduated cadet engineer of the class of 1882, who was further examined as a naval cadet and found deficient in studies, and who was dropped from the service July 10, 1884, it is ordered that his name be and the same is hereby restored to the Navy Register, such restoration to take effect from and including July 10, 1884.

In the case of Robert B. Higgins, a graduated cadet engineer of the class of 1882, who was illegally discharged as a surplus naval cadet June 30, 1884, and who, having subsequently accepted an appointment as second assistant engineer in the United States Revenue Marine Service, has applied for reinstatement as a cadet engineer, the Department is advised by the Attorney General, in the opinion above referred to, to the effect that, under the circumstances of the case, the acceptance of such appointment by Mr. Higgins should not operate to prevent his reinstatement as a cadet engineer. It is therefore ordered that his name be and the same is hereby restored to the Navy Register as a cadet engineer, such restoration to take effect from and including June 30, 1884, subject, however, upon the adjustment of his arrears of pay, to all proper deduction for pay received by him while in the Revenue Marine Service.

The above-named cadet engineers will be regarded as now on waiting orders, and as having been, respectively, on waiting orders since the date when they were notified that they were dropped or discharged from the service.

WM. C. WHITNEY,
Secretary of the Navy.

SPECIAL ORDER.

July 3, 1886.

The President orders, inasmuch as the 4th of July of the present year falls on Sunday and the celebration of Independence Day is to be generally observed on Monday, July 5th, that the several Executive Departments be closed on Monday, the 5th inst.

The Navy Department and offices connected therewith in Washington will be closed accordingly.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 350.

July 9, 1886.

The following letter of the Postmaster General, dated June 28, 1886, fixing the rates of Government telegraph messages over the lines of companies which have accepted the conditions of the act of July 24, 1866, a list of which lines is appended, is published for the information and guidance of persons connected with the Navy Department, Navy and Marine Corps.

WM. C. WHITNEY,
Secretary of the Navy.

RATES OF PAY FOR COMMUNICATIONS BY TELEGRAPH.

POST OFFICE DEPARTMENT,

Washington, D. C., June 28, 1886.

Pursuant to the authority vested in the Postmaster General by the act of Congress entitled "An Act to aid in the construction of telegraph lines, and to secure to the Government the use of the same for postal, military, and other purposes," approved July 24, 1866, and by the Revised Statutes of the United States, Title LXV, § 1, William F. Vilas, Postmaster General, do hereby fix the rates at which such communications as the said statutes prescribe (not including those passing over circuits established by the Chief Signal Officer of the Army) shall be sent during the fiscal year beginning July 1, 1886, and terminating June 30, 1887, by the several companies within the effect of said statutes, as follows, viz:

For day messages of not exceeding twenty (20) words, exclusive of date, twenty (20) cents for all distances not exceeding one thousand miles, and for each word in addition to twenty (20), excluding date, one cent for all distances not exceeding one thousand miles.

For distances exceeding one thousand miles, one-tenth the price of the message for one thousand miles, as above provided, to be added for each one hundred miles or fraction thereof of additional distance; fractions of a cent less than a half to be disregarded and half a cent or more to be counted as one cent.

But for no distance shall the price exceed fifty (50) cents for each twenty (20) words, excluding date.

For night messages of not exceeding twenty (20) words, exclusive of date, fifteen (15) cents for all distances below two thousand miles, and for greater distances twenty-five (25) cents, and in each case one cent for each additional word.

In computing distances, the shortest practicable route of the company transmitting the message shall in all cases be the basis of computation, and to be determined in cases of difference by the topographer of the Post Office Department.

But it is *provided*, that if on the 1st day of July, 1886, or at any time during the ensuing year, any such company shall charge the public for a message of ten words or less, exclusive of the date, address, and signature, a less rate than is herein fixed for twenty words exclusive of date, the rates here prescribed shall as to such company thenceforth during the year be reduced to the rates so charged to the public.

The rate for all messages in cipher known as the Signal Service Weather Report shall not exceed three (3) cents for each word sent over each circuit as now or hereafter established by the Chief Signal Officer of the Army; and all messages sent over a circuit shall be dropped at all designated offices therein without additional charge.

The statutes provide that telegrams between the several Departments of the Government and their officers and agents, in their transmission over the lines of any such company, shall have priority over all other business. All officers of the United States sending such telegrams should indorse upon the written message the words "Official Business," and should report to the Postmaster General any failure to transmit them in such priority and any charge made in excess of the rates above prescribed.

Each company will be allowed to charge for messages received from another line at the same rate as if received from the Government direct for transmission over its own line.

WILLIAM F. VILAS,
Postmaster General.

Telegraph Companies which have accepted the conditions of the Act of July 24, 1866, and which are subject to the provisions of the order of the Postmaster General fixing Government rates.

The following is a list of telegraph companies that have filed acceptance of the provisions of the act of July 24, 1866, up to the 19th day of June, 1866:

1. The American Submarine Telegraph Company of New York, N. Y. Received and filed July 24, 1866.
2. The National Telegraph Company of New York, N. Y. Received and filed July 30, 1866.
3. The Globe Insulated Lines Telegraph Company of New York, N. Y. Received and filed July 31, 1866.
4. International Telegraph Company of Portland, Me. Received and filed October 6, 1866.
5. The Atlantic and Pacific Telegraph Company of New York, N. Y. Received and filed March 19, 1867.
6. The Franco-American Land and Ocean Telegraph Company of New York, N. Y. Received and filed April 6, 1867.
7. The Globe Telegraph Company of New York. Received and filed May 30, 1867.
8. Mississippi Valley National Telegraph Company of St. Louis, Mo. Received and filed June 4, 1867.
9. Western Union Telegraph Company of New York. Received and filed June 8, 1867.
10. Northwestern Telegraph Company of Kenosha, Wis. Received and filed July 30, 1867.
11. Great Western Telegraph Company of New York. Received and filed January 17, 1868.
12. The Franklin Telegraph Company of Boston, Mass. Received and filed April 4, 1868.
13. The Insulated Lines Telegraph Company of Boston, Mass. Received and filed April 13, 1868.
14. Pacific and Atlantic Telegraph Company of Pittsburgh, Pa. Received and filed July 22, 1868.
15. The Atlantic and Pacific States Telegraph Company of Sacramento, Cal. Received and filed September 7, 1868.
16. The Eastern Telegraph Company of Philadelphia, Pa. Received and filed October 5, 1868.
17. The Delaware River Telegraph Company, Philadelphia, Pa. Received and filed October 23, 1868.
18. Cape May and Shore Telegraph Company, New York city. Received and filed April 2, 1869.
19. Peninsula Telegraph Company, New York city. Received and filed May 9, 1869.
20. Ocean Telegraph Company of Boston, Mass. Received and filed July 15, 1869.
21. The American Cable Company of New York. Received and filed April 15, 1870.
22. Southern and Atlantic Telegraph Company of Philadelphia, Pa. Received and filed July 22, 1870.
23. International Ocean Telegraph Company, New York city. Received and filed January 20, 1871.
24. Missouri River Telegraph Company of Sioux City, Iowa. Received and filed May 3, 1871.
25. The Marine and Inland Telegraph Company of New Jersey, 715 Locust street, Philadelphia. Received and filed November 27, 1872.
26. Atlantic and Pacific Telegraph Company of Missouri. Executive office, 145 Broadway, New York city. Received and filed May 8, 1877.
27. New Jersey and New England Telegraph Company. Received and filed November 21, 1878. Address A. L. Worthington, No. 10 Green street, Trenton, N. J.
28. The American Rapid Telegraph Company, 41 Wall street, New York. Received and filed April 12, 1879. Special rates received and filed April 1, 1881.
29. Central Union Telegraph Company, 145 Broadway, New York. Received and filed May 9, 1879.
30. New York Land and Ocean Telegraph Company. Received and filed May 10, 1879.
31. Deseret Telegraph Company, Salt Lake City, Utah. Received and filed May 19, 1879.
32. American Union Telegraph Company of New York, 145 Broadway, New York. Received and filed July 1, 1879.
33. The American Union Telegraph Company of Missouri, Chas. S. Greeley, president, St. Louis, Mo. Received and filed July 9, 1879.
34. Wabash Railway Company, Cyrus W. Field, president, New York. Received and filed July 11, 1879.

35. The American Union Telegraph Company of New Jersey, D. H. Bates, president, Jersey City, N. J. Received and filed July 17, 1879.
36. The Baltimore and Ohio Railroad Company of Maryland, John W. Garrett, president, Baltimore, Md. Received and filed July 18, 1879.
37. The American Union Telegraph Company of Baltimore City, Md. Received and filed July 31, 1879.
38. The Deer Lodge Telegraph Company of Butte City, Mont. Received and filed August 30, 1879.
39. The American Union Telegraph Company of Pennsylvania, D. H. Bates, president, Philadelphia. Received and filed September 4, 1879.
40. The American Union Telegraph Company of Indiana, La Fayette, Ind. Received and filed September 12, 1879.
41. The Cheyenne and Black Hills Telegraph Company, W. H. Hibbard, superintendent, Cheyenne, Wyo. Received and filed November 7, 1879.
42. The American Union Telegraph Company of Ohio, Frank B. Swayne, president, Toledo, Ohio. Received and filed November 8, 1879.
43. The American Union Telegraph Company of Louisiana, Ed. Leleoup, secretary, New Orleans, La. Received and filed March 1, 1880.
44. Baltimore and Ohio Telegraph Company of Ohio, Geo. Hoadley, president, Cincinnati, Ohio. Received and filed September 3, 1880.
45. The Wabash, St. Louis and Pacific Railway Company of St. Louis, Mo., Solon Humphreys, president, No. 80 Broadway, New York, N. Y. Received and filed September 13, 1880.
46. Baltimore and Ohio Telegraph Company of Illinois, C. H. Hudson, president, No. 81 South Clark street, Chicago, Ill. Received and filed September 23, 1880.
47. Frontier Telegraph Company of Texas, G. O. Appleby, president, Lampasas, Texas. Received and filed October 25, 1880.
48. Bankers and Merchants' Telegraph Company of New Jersey, J. Heron Coosman, president, No. 58 Broadway, New York, N. Y. Received and filed April 21, 1881.
49. Bankers and Merchants' Telegraph Company of New York, Wm. W. Maris, president, No. 58 Broadway, New York, N. Y. Received and filed June 8, 1881.
50. Mutual Union Telegraph Company of Illinois, Carroll Sprigg, secretary, Chicago, Ill. Received and filed October 24, 1881.
51. Mutual Union Telegraph Company of Missouri, Carroll Sprigg, secretary, Chicago, Ill. Received and filed November 14, 1881.
52. New Jersey Mutual Telegraph Company, Jno. H. Walker, secretary, Newark, N. J. Received and filed November 17, 1881.
53. Bankers and Merchants' Telegraph Company, Wm. W. Maris, president, 58 Broadway, New York. Received and filed December 8, 1881.
54. The Baltimore and Ohio Telegraph Company, Welty McCullough, secretary, Pittsburgh, Pa. Received and filed March 6, 1882.
55. East Tennessee Telephone Company, D. J. Carson, secretary, New York. Received and filed May 31, 1882.
56. Southern Telegraph Company, James F. Cox, president, 48 Exchange Place, New York. Received and filed August 4, 1882.
57. Postal Telegraph Company, A. W. Beard, president, 2 Wall street, New York. Received and filed August 31, 1882.
58. Bankers and Merchants' Telegraph Company of Baltimore City, J. G. Case, secretary, 58 Broadway, New York. Received and filed December 14, 1882.
59. Mutual Union Telegraph Company of New York, John G. Moore, president. Received and filed March 5, 1883.
60. The Baltimore and Ohio Telegraph Company in Pennsylvania, J. B. Washington, secretary, Pittsburgh, Pa. Received and filed March 17, 1883.
61. The Baltimore and Ohio Telegraph Company of Indiana, Geo. P. Frick, president; Daniel T. Downey, secretary. Received and filed July 17, 1883.
62. The Baltimore and Ohio Telegraph Company of the State of New York, Geo. P. Frick, president; Edward R. Golliday, secretary. Received and filed July 17, 1883.
63. The Northern and Southern Telegraph Company, corner State and Bridges streets, New York city, John F. Davis, president; Wm. H. Harfield, secretary. Received and filed September 28, 1883.
64. Baltimore and Ohio Telegraph Company of New Jersey, Geo. P. Frick, president; Edward R. Golliday, secretary. Received and filed November 7, 1883.
65. National Telegraph Company of New York, Calvin S. Boice, president; F. E. Worcester, secretary. Received and filed January 31, 1884.
66. Philadelphia and Seaboard Telegraph Company of New Jersey, Milton Cowperthwaite, secretary. Received and filed February 23, 1884.
67. Providence and Pascoag Telegraph Company of Rhode Island, D. H. Bates, president; F. Jessen, secretary. Received and filed July 10, 1884.
68. Baltimore and Ohio Telegraph Company of Missouri, Geo. P. Frick, president. Received and filed July 18, 1884.
69. Baltimore and Ohio Telegraph Company of Louisiana, D. H. Bates, president. Received and filed July 25, 1884.
70. The New England Telegraph Company, F. A. McKeone, president. Received and filed July 26, 1884.
71. The Baltimore and Ohio Telegraph Company of Texas, D. H. Bates, president. Received and filed August 13, 1884.
72. The New England Telegraph Company of Massachusetts, Dan. S. Robeson, New York, vice-president. Received and filed September 5, 1884.
73. The Chesapeake and Ohio Telegraph Lines, C. W. Smith, general manager, Richmond, Va. Received and filed September 29, 1884.
74. The Baltimore and Ohio Telegraph Company of Massachusetts, D. H. Bates, president. Received and filed December 15, 1884.
75. The Postal Telegraph and Cable Company, Henry Rosener, second vice-president. Received and filed January 29, 1885.
76. The Pacific Telegraph Company, George H. Myers, secretary. Received and filed July 27, 1885.
77. The Baltimore and Ohio Telegraph Company of Baltimore County, Maryland, D. H. Bates, president. Received and filed February 20, 1886.
78. Postal Telegraph-Cable Company, Jas. H. Withington, president. Received and filed April 6, 1886.
79. The North American Telegraph Company, W. H. Eustis, secretary. Received and filed April 22, 1886.
80. The San Juan Telegraph Company, W. E. Block, secretary, Ouray, Colorado. Received and filed June 9, 1886.

GENERAL ORDER, No. 351.

July 31, 1886.

Payments under the following items in the act making appropriations for the naval service for the fiscal year ending June 30, 1887, approved July 26, 1886, will, from July 1, 1886, be charged under the appropriation "Pay of the Navy," viz:

For secretaries to the admiral and vice-admiral; clerks to commandants of yards and stations; clerks to paymasters at yards and stations, inspectors, receiving-ships and other vessels, and extra pay to men re-enlisting under honorable discharge.

Section 2 of the same act provides that "all balances of moneys appropriated for Pay of the Navy or Pay of the Marine Corps, for any year, existing after the accounts for said year shall have been settled, shall be covered into the Treasury."

These appropriations will, therefore, be used only for the payment of services or in the settlement of claims for the year for which made, and must be accounted for accordingly.

Disbursing officers in making requisitions for money under "Pay of the Navy" or "Pay of the Marine Corps" will state the year under which drawn.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 352.

August 9, 1886.

Pay officers will hereafter note, in red ink, in the enlistment column of their pay-rolls, the number of the certificate and the date of each enlistment of all continuous-service men, in the same manner as is now required on the pay-rolls of marines.

J. G. WALKER,
Acting Secretary of the Navy.

GENERAL ORDER, No. 353.

August 13, 1886.

An act, approved May 13, 1884, Statutes at Large, vol. 23, page 22, repeals section 1756 of the Revised Statutes, and requires that the oath of office to be taken thereafter by any person elected or appointed to any office of honor or profit, either in the military or naval service, except the President of the United States, shall be that prescribed in section 1757 of the Revised Statutes, which is quoted below:

HAVING BEEN APPOINTED ———, "I, ———, do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter. So help me God."

The law applies to all persons, not ordinary mechanics and workmen, appointed to places of profit at the navy yards and stations, on vessels, and in the Navy Department (whether as clerks, writers, or in other subordinate positions), as well as to commissioned and warranted officers of the Navy, and must be observed.

The oath should be taken and subscribed before some officer duly authorized, either by the laws of the United States or by the local municipal law, to administer an oath.

The following information, either annexed to the oath or in the letter of acceptance, will be furnished by the person appointed: "State or Territory in which born;" "State or Territory of which a citizen;" "date of birth."

The oath and letter of acceptance of clerks, writers, and other subordinates at the yards and stations must be in duplicate; one part to be forwarded to the Secretary of the Navy, and the other retained at the office in which the person serves.

The classes of employes who come within the provisions of section 1757 will not hereafter be taken up on the rolls for pay until its requirements are fulfilled, unless the services of an officer, duly authorized to administer the oath, could not at the time be obtained, as, for instance, in the case of an appointment at sea.

The proper auditor of the Treasury will be notified by the Department of the date of the acceptance and oath of office of all persons appointed in the naval service or in the Navy Department.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 354.

August 14, 1886.

The demand for increased facilities for constructing the batteries required for the armament of additional ships-of-war, now provided for, makes it necessary to reassign the shops and buildings of the Washington navy yard.

All the shops, machinery, tools, and appliances assigned for the use of the Bureaus of Construction and Repair, Steam Engineering, Yards and Docks, and Equipment and Recruiting will, therefore, be turned over to the control of the Bureau of Ordnance on the first day of October, 1886.

Such of the machinery, tools, and appliances as may not be required by the Bureau of Ordnance will be transferred to stations where required by other Bureaus, or otherwise disposed of as found best for the public interest.

The quarters now occupied by the representatives of the above-named Bureaus will be vacated October 1.

WM. C. WHITNEY,
Secretary of the Navy.

SPECIAL ORDER.

November 18, 1886.

The President of the United States announces the death of Ex-President Chester Alan Arthur in the following proclamation:

EXECUTIVE MANSION, WASHINGTON, D. C., November 18, 1886.

To the People of the United States:

It is my painful duty to announce the death of Chester Alan Arthur, lately the President of the United States, which occurred after an illness of long duration at an early hour this morning, at his residence in the city of New York.

Mr. Arthur was called to the chair of Chief Magistracy of the Nation by a tragedy which cast its shadow over the entire Government.

His assumption of the grave duties was marked by an evident and conscientious sense of his responsibilities and an earnest desire to meet them in a patriotic and benevolent spirit.

With dignity and ability he sustained the important duties of his station, and the reputation of his personal worth, conspicuous graciousness, and patriotic fidelity will long be cherished by his fellow-countrymen.

In token of respect to the memory of the deceased it is ordered that the Executive Mansion and the several departmental buildings be draped in mourning for a period of thirty days, and that on the day of the funeral all public business in the Departments be suspended.

The Secretaries of War and of the Navy will cause orders to be issued for appropriate military and naval honors to be rendered on that day.

Done at the city of Washington, this eighteenth day of November, in the year of our Lord one [SEAL.] thousand eight hundred and eighty-six, and of the Independence of the United States of America the one hundred and eleventh.

GROVER CLEVELAND.

By the President:

THOMAS F. BAYARD,
Secretary of State.

It is hereby directed, in pursuance of the instructions of the President, that on the day of the funeral, where this order may be received in time, otherwise on the day after its receipt, the ensign at each naval station, and of each of the vessels of the United States Navy in commission, be hoisted at half-mast from sunrise to sunset, and that also, at each naval station and on board of flag-ships and vessels acting singly, a gun be fired at intervals of every half hour from sunrise to sunset.

The officers of the Navy and Marine Corps will wear the usual badge of mourning attached to the sword-hilt and on the left arm for a period of thirty days.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 355.

December 4, 1886.

On the 1st day of January, 1887, all stores and supplies, and the records of all property and plants at navy yards and stations appertaining to and belonging to the Navy Department, with the exceptions of vessels and of stores and supplies coming under the cognizance of the Bureau of Medicine and Surgery and of the Marine Corps, will be transferred to the Bureau of Provisions and Clothing.

At navy yards and stations there will be an officer of the Pay Corps, designated as the General Store-keeper, who will, on the above date, be given charge of all stores and supplies, and of the records of property and plants at their respective yards and stations, and inventories embracing the same, showing quantities and values in detail, will be furnished to him by the officers representing the several Bureaus and now in charge of said property; and he will receipt for the same, subject to such corrections as may be found necessary when said inventories can be verified to his satisfaction.

The 1st day of July, 1887, is fixed upon as the date, by which time proper arrangements must be made for having concentrated, in one or more store-houses, such stores and supplies as should be so stored and guarded as to enable the general store-keeper to assume a rigid responsibility for their proper care and expenditure.

The property accounts of the several Bureaus will be kept separate, and until the 1st day of July, 1887, the necessary books and blank forms now prescribed will be used, and the reports and returns required by existing orders and regulations will be regularly made and forwarded.

The civil employes and laborers now connected with the accounts and care of the stores and supplies will be transferred to the office of the general store-keeper, and

he will control their services, they being continued on the rolls and paid by the Bureaus from which they are transferred.

An officer of the Engineer Corps, a boatswain, a carpenter, and a sailmaker, will be assigned to duty under the general store-keeper, and he will define their duties and responsibilities.

On board of vessels, all equipments, outfits, and supplies, with the exceptions of those pertaining to the Medical Department and Marine Corps, will, on the first day of the quarter following the receipt of this order, be transferred to the charge of the pay officer, and complete inventories will be furnished to him by those now having charge of said property, for which receipts will be given. The pay officer, until further instructed, will use the books and blank forms now prescribed in making reports and returns to the several Bureaus.

A separate property account in each department will be kept, and all articles in use and under the control of officers will be receipted for, and such receipt will carry with it an accountability for the same.

The engineer's and the equipment yeomen will be attached to the Pay Department. *Any and all orders or regulations conflicting with this order are hereby annulled.*

WM. C. WHITNEY,
Secretary of the Navy.

December 14, 1886.

CIRCULAR NO. 35.

To Commandants, Commanding Officers of Vessels, and General Store-keepers.

At all yards and stations, officers now in charge of property and stores referred to in General Order No. 355, will, on January 1, 1887, transfer to the general store-keepers, at their respective stations, an inventory, compiled from that last made, corrected to date, from the records of receipts and expenditures.

Those inventories will show, in detail, the quantities, and, as far as possible, the values of said property.

Commandants will assign the officers referred to in the General Order, if available, and direct the transfer of the civil employés and laborers to the department of the general store-keeper.

As soon after the first of January, proximo, as may be practicable, the work of concentrating said stores in the buildings designated will be commenced, and completed at the earliest date consistent with due economy.

The general store-keepers will perfect an accurate account of all property above referred to.

When values are not stated, or are apparently incorrect, a statutory board of appraisement shall determine their true values.

All articles received by purchase or transfer, and such as have been manufactured at the yard, will be inspected by a board of officers.

This board shall consist of three officers, two to be appointed by the commandant, the third to be designated by the Bureau to which articles to be inspected pertain, and nothing shall be passed except by the unanimous approval of the board.

The regular members shall serve for three months, unless otherwise ordered.

They shall carefully inspect and test such articles as may be submitted to them. Their inspection shall apply to quantities as well as quality; and their report shall be made in duplicate to the commandant; the original to be transmitted to the general store-keeper, and the duplicate filed in the commandant's office.

Experts may be called to aid the board when available, and the general store-keeper shall be represented at all inspections.

Until further instructed, the general store-keeper will issue stores and supplies required for current work on memoranda requisitions, signed by the head of the department to which such stores pertain, and receipts will, in all cases, be exacted from the persons authorized to receive them.

The requisitions and receipts will state the specific objects for which the stores are required.

At the end of each month the representatives of the several Bureaus, on whose requisitions stores have been issued, will receipt for the same to the general store-keeper.

In cases where articles required for are not in store to the credit of the Bureau for which they are needed, and such articles are in store belonging to other Bureaus, the commandant may order the issue, on being satisfied that the transfer will not interfere with current or prospective work. The general store-keeper will, at the end of each month, prepare regular transfer requisitions, covering all such issues, and transmit the same to the proper Bureaus of the Navy Department.

The general store-keeper will make all requisitions on the Bureaus, vouchers for payment of public bills, and such reports and returns as are now required, using the prescribed blank forms.

The provisions of this circular, so far as applicable, will apply to vessels in commission.

WM. C. WHITNEY,
Secretary of the Navy.

GENERAL ORDER, No. 336.

December 18, 1886.

On and after the first of February, 1887, the navy yard at Boston will be used as a permanent, general manufacturing yard for articles of equipment, and a reassignment of shops and buildings becomes necessary.

All shops, machinery, tools, and appliances assigned for the use of the Bureaus of Construction and Repair, Steam Engineering, Yards and Docks, and Ordnance, will therefore be turned over to the control of the Bureau of Equipment and Recruiting on that date, and the quarters now occupied by the representatives of those Bureaus will be vacated.

Such of the machinery, tools, and appliances as may not be required by the Bureau of Equipment and Recruiting will be transferred to stations where required by other Bureaus, or otherwise disposed of, as found best for the public interest.

WM. C. WHITNEY,
Secretary of the Navy.

December 28, 1886.

Officers of the Navy and Marine Corps in this city will assemble, in special full-dress uniform, at the office of the Secretary of the Navy, Navy Department, by or before 11.30 a. m., Saturday, January 1, 1887, whence they will proceed to the Executive mansion to pay their respects to the President of the United States.

They will form in the Navy Department under the direction of the senior officer present.

Very respectfully,

WM. C. WHITNEY,
Secretary of the Navy.

December 31, 1886.

CIRCULAR.

The Army and Navy General Hospital at Hot Springs, Arkansas, will be opened for the reception of patients January 17, 1887.

Relief may reasonably be expected from the use of the Hot Springs water in the following classes of diseases, viz: Gout and rheumatism in their various forms after the acute or inflammatory stage has passed; neuralgia, peripheral or central, especially when depending upon gout, rheumatism, specific infection, or metallic poisoning; paralysis, if not recent, progressive or organic; locomotor ataxia or tabes, if not in advanced stages, and especially if traceable to specific infection; Bright's disease of the kidneys, only in the early stages; diseases of the bladder and urinary organs; functional diseases of the liver; dyspepsia; chronic diarrhoea and catarrhal diseases generally; chronic skin diseases, especially of the squamous or scaly forms; chronic conditions, resulting immediately from specific infection, either syphilitic or malarial; chronic alcoholism.

In general terms it may be stated that the Hot Springs water acts by stimulating all secretions and organic functions, increasing appetite, promoting digestion and assimilation, favoring tissue change and excretion of waste products, relieving internal congestions, and stimulating the blood-making function.

In the following classes of diseases the use of the Hot Springs water is contra-indicated: All acute inflammatory diseases, tuberculosis, organic diseases of the heart and brain, aneurism, cancer, and all diseases in which stimulation of the circulation is to be avoided.

The Army and Navy General Hospital will afford bed accommodations for eighteen officers and sixty-four enlisted men. An increase of accommodation for officers, equal to about fifty per cent., may be gained by placing an additional bed in the larger rooms.

The hospital accommodation will be divided between applicants from the military and naval service and the Marine Corps.

Owing to the limited space assigned to officers, preference must be given to such applicants as may require actual hospital treatment—that is, treatment in room or bed.

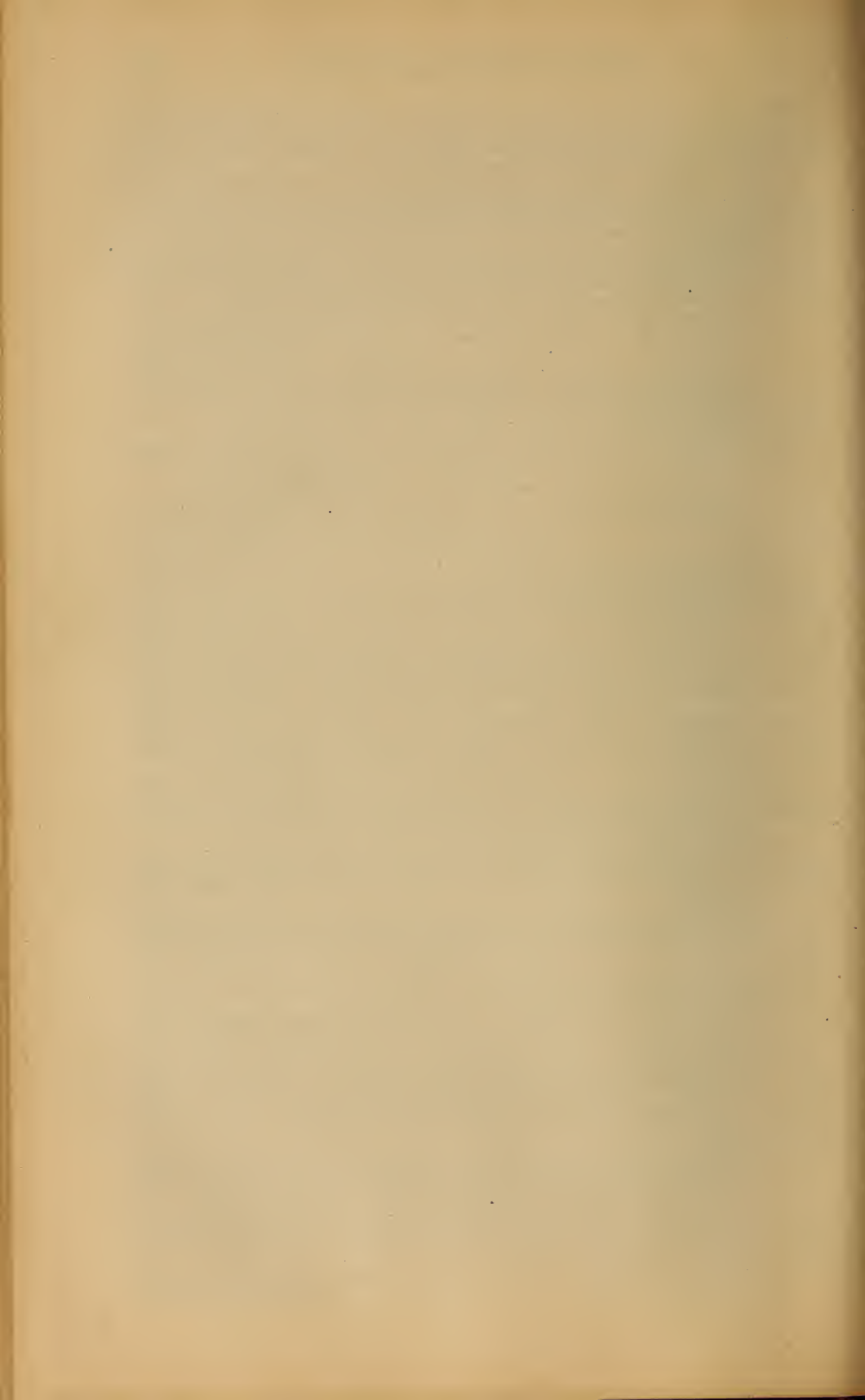
Authority for admission to the Army and Navy General Hospital on the part of officers and enlisted men of the Navy and Marine Corps, both on the active and retired lists, may be obtained from the Surgeon General of the Navy, on the report of a medical board of survey, or, where that is impracticable, the certificate of a naval medical officer, which shall set forth clearly the particular disability under which the applicant labors.

The length of treatment in hospital will be determined by the surgeon in charge.

The Hot Springs are most conveniently reached from the north, east, and west via St. Louis, by the St. Louis, Iron Mountain and Southern Railroad to Malvern Junction, and thence to Hot Springs by narrow-gauge railway (twenty-five miles).

For convenience and comfort in arriving at Hot Springs, patients are advised to take the train leaving St. Louis in the evening, arriving at their destination the following afternoon at about 3.30.

WM. C. WHITNEY,
Secretary of the Navy.



SUBJECT INDEX OF BUREAU CIRCULARS.

BUREAU OF NAVIGATION.

- 1863—March 6. Signals, same changes in the Costen night, as in the flag.
- 1863—March 25. Scale drawings of certain flags.
- 1863—Dec. 10. Signal No., assign as follows.
- 1863—Dec. 17. Ensigns and pennants, authorized drawings of.
- 1863—Dec. 21. Signal number restored to U. S. C. S. S. Bibb.
- 1864—Jan. 7. Flags, blockading vessels furnished with foreign.
- 1864—Jan. 20. Signals, this Bureau to furnish Costen night.
- 1864—Jan. 25. Signal Nos., vessels assigned the following.
- 1864—Jan. 26. Forms, tabulated lists of.
- 1864—Feb. 5. Signals, Bureau furnishes Costen night.
- 1864—Feb. 5. Signal Nos., assignment to vessels of.
- 1864—Feb. 9. Signal Nos., certain vessels, errata in.
- 1864—Feb. 9. Signal Nos., assignment of, to vessels.
- 1864—Feb. 17. Flags, foreign, issued to certain vessels.
- 1864—Feb. 20. Ephemeris, and, Nautical Almanac, back numbers returned.
- 1864—Feb. 22. Signal-books, changes to be made in.
- 1864—March 14. Log-books, forward all.
- 1864—March 18. Signal Nos., assignment of, to vessels.
- 1864—March 23. Compass, only one steering, to be used at a time.
- 1864—April 4. Signals, Department views on subject of.
- 1864—April 28. Pennants, none but English and French, issued with foreign flags.
- 1864—May 2. Signal Nos., assignment of, to vessels.
- 1864—May 4. Signal Nos., assignment of, to a vessel.
- 1864—May 5. Signal Code, ordered changes in.
- 1864—May 13. Transfer statement, Bureau of Equipment and Recruiting, to this Bureau.
- 1864—May 21. Signals, chronosemic, method of, adopted.
- 1864—June 3. Monthly exhibits, forms of, sent.
- 1864—June 28. Buntings, quantity on hand and required.
- 1864—Sept. 2. Steamers, change of names.
- 1864—Oct. 5. Log-books, prompt transmission of.
- 1864—Oct. 27. Stationery, ship's requisitions for.
- 1864—Dec. 16. Flags and colors, British code for distinguishing.
- 1864—Dec. 19. Barker's Squadron Tactics issued to vessels.
- 1864—Dec. 20. Apprentices, Bureau charged with matters pertaining to.
- 1865—March 18. Nautical instruments, &c., surveyed and classified.
- 1865—March 28. "Advance," U. S. S., changed to "Frolic."
- 1865—May 8. Navigation supplies purchased only on requisition.
- 1865—July 26. Navigation supplies, modification of certain articles in.
- 1865—Aug. 2. Pay-roll, transmission of, for labor.
- 1865—Aug. 14. Navigation stores, rules to be observed in forms.
- 1865—Sept. 8. Light-houses, &c., latest list of.
- 1866—Feb. 27. Property, no transfer of, except by order.
- 1866—Feb. 27. Chronometers tested at Naval Observatory, Washington.
- 1866—March 21. Binnacles, size of, for compasses, in largest vessels.
- 1866—May 17. Flags, work of repairing and making.
- 1866—Aug. 1. Signal-books, insert the following additions to.
- 1866—Aug. 29. Signal-books, the following additions in.
- 1866—Sept. 27. Compass stations, buoys placed at.
- 1866—Nov. 1. Hide wheel-rope shipped in tight barrels.
- 1866—Nov. 15. Sailing directions, instruments, &c., Bureau sends.
- 1867—May 31. Duties of the Bureau, regulations defining.
- 1867—June 24. Compass-box, iron screws removed from.
- 1867—July 24. Oil, cellars assigned for illuminating.
- 1867—Aug. 13. Apprentice Regulations, Bureau forwards revised.
- 1867—Aug. 28. Employés, per diem, pay of, &c.
- 1867—Sept. 16. Repairs of compasses, sextants, &c., forwarded to Hydro. Office.
- 1867—Sept. 21. Flags, schedule of prices for making.
- 1868—Jan. 16. Apprentice Regulations, supply of, sent.
- 1868—Jan. 25. Apprentices, school books to accompany their transfer.
- 1868—March 16. Soap, only used for cleaning instruments.

- 1868—June 23. Apprentices, only those of good character enlisted.
- 1868—Oct. 12. Flags, hand-sewed with linen thread.
- 1868—Oct. 16. Library Report, list of incomplete works in.
- 1868—Nov. 7. Sealing-wax, no longer allowed.
- 1868—Dec. 16. Running-light lanterns, set of, issued to all steamers.
- 1869—Jan. 13. Signal-flags, pendants, and lights issued to ships-of-war.
- 1871—Oct. 19. No. 1. Relative to the issue of McCulloch's Dictionaries.
- 1871—Oct. 24. No. 2. Relative to the re-issue of the signal-flags and signal-books of the Commercial Code.
- 1871—Oct. 25. No. 3. Relative to the issue of signal-flags and signal-books of the Marryat Code.
- 1872—Jan. 10. No. 4. Relative to the issue of a bugle for signal calls.
- 1872—Jan. 15. No. 5. Signaling between stations invisible to each other.
- 1872—Feb. 10. No. 6. Relative to the international rules of the road.
- 1872—Aug. 1. No. 7. Discontinuing the issue of signal-flags of the Marryat Code.
- 1872—Oct. 1. No. 8. Relative to adopting the flags of the Universal Series in the future use of the International Signal Code.
- 1872—Oct. 3. No. 9. Relative to vacancies in the signal service on board ship.
- 1872—Dec. 2. No. 10. Relative to the use of ship's telegraphic signals.
- 1872—Dec. 31. No. 11. Regulating the supply of log-books.
- 1873—Oct. 25. No. 12. Relative to the issue of letter-scales.
- 1873—Nov. 19. No. 13. Relative to the issue of flash-lights.
- 1873—Nov. 24. No. 14. Relative to the issue of Holmes' danger lights.
- 1873—Dec. 1. No. 15. Relative to the issue of the International Signal Code and flags.
- 1873—Dec. 10. No. 16. Relative to the allowance of naphtha for flash-lights.
- 1874—Jan. 22. No. 17. Relative to the issue of terrestrial globes.
- 1874—April 10. No. 18. Relative to the issue of the new Tactical Signal Book and to changes in the Naval Signal Book.
- 1874—May 27. No. 19. Relative to meteorological journals.
- 1874—Sept. 24. No. 20. Rescinding circular orders Nos. 13 and 14.
- 1874—Oct. 15. No. 21. Relative to magnets accompanying maximum and minimum thermometers.
- 1874—Dec. 19. No. 22. Relative to Navy compasses.
- 1876—Feb. 7. No. 23. Relative to running side-lights.
- 1876—Aug. 5. No. 24. Relative to the allowance of boat compasses.
- 1876—Sept. 6. No. 25. Relative to general and tactical signal-books and signaling generally.
- 1877—Jan. 1. No. 26. Relative to instruments for taking simultaneous international meteorological observations.
- 1877—March 1. No. 27. Relative to simultaneous international meteorological observations.
- 1877—July 1. No. 28. Relative to distinguishing pennants of vessels of a fleet, in the Navy Signal Book.
- 1877—Aug. 20. No. 29. Relative to the use of signal-books.
- 1877—Sept. 27. No. 30. Relative to the issue and use of "Hack" chronometers.
- 1877—Oct. 10. No. 31. Relative to the use of the "Very night signals."
- 1877—Nov. 26. No. 32. Relative to the allowance of foreign ensigns.
- 1878—Jan. 21. No. 33. Relative to meteorological observations.
- 1878—March 28. No. 34. Relative to the allowance of Very's night signals and appurtenances, and instructions for reloading them.
- 1878—May 14. No. 35. Relative to deep-sea soundings.
- 1878—May 22. No. 36. Relative to the issue and use of the Holmes' danger lights.
- 1878—Aug. 1. No. 37. Relative to appropriations under the Bureau of Navigation.
- 1879—Nov. 25. No. 38. Relative to compass deviations.
- 1880—Jan. 28. No. 39. Relative to simultaneous international meteorological observations.
- 1880—March 16. No. 40. Relative to correcting nautical charts and books.
- 1881—July 20. No. 41. Very's night-signal system.
- 1881—Oct. 8. No. 42. Flags and flag-making materials.
- 1881—Nov. 19. Sends copies of Circular Order No. 42, relative to flags.
- 1881—Nov. 22. Correct International signal books.
- 1882—Jan. 3. Correct International Signal Code.
- 1882—March 3. Hereafter, maximum and minimum thermometers will not be issued.
- 1882—March 17. Giving prices of library books recently issued.
- 1882—March 28. Packages shipped will hereafter be numbered and contents stated on the invoice.
- 1882—March 29. Take inventory of stores in April brought up to 30th.
- 1882—April 13. Correct Telegraphic Dictionary.
- 1882—June 13. B. sends reports Light House and Ordnance.

- 1882—June 28. Sends Naval Institute No. 19.
 1882—Oct. 6. Forwards memorandum pads.
 1882—Oct. 24. Corrected Rules of Very's Signals.
 1882—Oct. 30. Allowance Tables.

TO COMMANDING OFFICERS AFLOAT.

- 1882—Jan. 3. Objects of expenditures to be reported.
 1882—Jan. 13. Correct International Code.
 1882—Jan. 31. Report experiments with Very's Signals by July 1, 1882.
 1882—April 13. Correct Telegraph Dictionary.
 1882—April 13. Sends Blanks for weekly and quarterly reports.
 1882—May 6. Sends Scientific Nos. 8 and 9.
 1882—July 13. Sends International Code lists of vessels-of-war of the Netherlands.

TO COMMANDANTS.

- 1883—Jan. 15. Compass blanks; sends supply; submit inventory.
 1883—Jan. 25. Signal Books; sends supply of General Orders No. 301, to be put in.
 1883—Feb. 9. Revised "Practical Navigator;" sends copy.
 1883—July 17. Stores; enter at values appraised by Statutory Board.
 1883—Aug. 3. (Except Pensacola.) Flag-books; sends 2, revised, for nav. officer.
 1883—Sept. 26. Corean ensign; add one to outfit of vessels for Asiatic station.
 1883—Sept. 29. Chronometer Records; send to N. Observatory all turned in hereafter.
 1883—Oct. 17. Compasses; inventory will be only of *liquid* 7½°, boat, and tell-tale.
 Stow in line on magnetic meridian, and away from iron.

TO SQUADRONS.

- 1883—March 8. "Practical Navigator;" report errors in revised edition.
 1883—April 6. Sends "Extracts from Harbor and Quarantine Regulations of Atlantic Ports."
 1883—July 19. Signal pouches; must not be painted.

TO OFFICES OF BUREAU.

- 1883—Jan. 16. Employés; submit statement of absences, 1882.
 1883—Jan. 16. Publications; submit abstract of titles of, in 1882.
 1883—May 19. Imports; consign them to Haughwout Howe, U. S. Despatch Agt., P. O. Building, New York.
 1883—July 2. Printing; submit estimate needed for 1883-'84.
 1883—Aug. 7. Estimates; submit for 1883-'84, by September 20.
 1883—Oct. 15. Annual Report; submit by October 25.
 1883—Dec. 22. Printing; submit estimate of amount needed to close of fiscal year.

TO COMMANDANTS.

- 1884—Sept. 26. Issue no more wick-rings or quadrants when present supply is exhausted.
 1884—Dec. 6. Running-lights will hereafter be issued to steam launches.

TO OFFICES OF BUREAU.

- 1884—July 9. Requisitions and Bills; submit requisitions before making purchases; and all bills for approval of Chief.
 1884—Sept. 15. Estimates; submit for 1885-'86 by September 30.
 1884—Oct. 13. Annual Report; submit.

TO COMMANDANTS.

- 1885—March 21. Requisitions and Bills; submit in triplicate; use present forms of requisitions and bills till further notice.
 1885—July 15. Summaries of expenditure; sends blanks.
 1885—Sept. 25. Expenditures; submit annual statement required by Sec. 429, R. S.

TO SQUADRONS.

- 1885—May 15. Coal; correct O. N. I. report.

TO COMMANDANTS.

- 1886—Feb. 17. Employés; estimate cost of payment for overtime.
 1886—April 12. Blanks; sends supply of Nos. 1, 2, 3, and 4.
 1886—April 30. Blanks; sends supply of Nos. 5, 6, 7, and 8.

- 1886—Sept. 4. Blanks; sends supply of corrected monthly returns.
- 1886—June 7. Libraries; sends catalogues.
- 1886—Aug. 28. Libraries; sends catalogues corrected.
- 1886—June 24. Requisitions; number from July 1st, and fold, endorse, &c.
- 1886—Sept. 10. Chronometer returns; ordered, and blanks sent.
- 1886—Oct. 2. Books; enter "Porter's Naval History of Civil War," in catalogue, at \$3.
- 1886—Dec. 17. Transfer stores to naval storekeepers; send inventory to Bureau.

TO COMMANDANTS AND SQUADRONS.

- 1886—July 24. Signal numbers assigned Atlanta, Boston, Dolphin, Chicago, and Thetis.
- 1886—July 27. Signal numbers of Atlanta and Boston corrected.

TO OFFICES OF BUREAU.

- 1886—July 10. Requisitions; commence new numbers July 1, fold, endorse, &c.
- 1886—Sept. 2. Estimates, for 1887-'88; sends blanks.
- 1886—Oct. 11. Annual Report; called for by October 20.

BUREAU OF EQUIPMENT AND RECRUITING.

- 1869—May 11. Attendants, for officers, enlisted for cruise.
- 1872—March 5. Accounts, men's, how made out when transferred.
- 1879—Dec. 31. Apprentices, Bureau to be notified of irregular transfers, &c.
- 1883—Oct. 4. Apprentices, where sent when discharged from hospital.
- 1885—Aug. 7. Apprentices, letter A opposite name on M. R.
- 1863—Feb. 24. Benzine not to be used in lieu of spirits of turpentine.
- 1866—June 15. Bills and vouchers, to embrace articles only under this Bureau.
- 1871—Nov. 15. Bugler, one allowed each vessel.
- 1885—Aug. 12. Bugle-calls, new ones furnished.
- 1886—Feb. 10. Buglers, furnished from New Hampshire and Bureau.
- 1872—Aug. 29. Balsas, not supplied to ships to scrub copper.
- 1875—Jan. 30. Boat-detaching apparatus, Wood's; specification for.
- 1885—Dec. 21. Boat-awnings, to be painted lead color.
- 1886—Sept. 29. Boat-cloths instead of cushions furnished.
- 1880—June 1. Badges, to whom given.
- 1881—Sept. 8. Belaying-pins, hereafter furnished by Bureau of C. & R.
- 1882—April 19. Bandsmen, enlisted for special service or cruise.
- 1886—Jan. 1. Boiler-maker, pay and qualification of.
- 1885—Dec. 21. Boom covers, to be painted black.
- 1886—Jan. 1. Blanks and books, furnished by Bureau; list of.
- 1886—Sept. 1. Blanks and books, furnished by Bureau.
- 1885—Jan. 17. Briefing, correspondence.
- 1868—July 31. Coal, Scotch, not used on vessels.
- 1870—Oct. 14. Coal, how entered on ship's books.
- 1880—Oct. 12. Coal-bunkers, fill when steamers are fitting, &c.
- 1871—Nov. 1. Carpets, not to be replaced during cruise.
- 1870—Aug. 20. Curtains, not allowed when Venetian blinds are fitted.
- 1871—Nov. 1. Curtains, not to be replaced during cruise.
- 1874—May 25. C. S. C., instructions relative to.
- 1875—June 10. C. S. C. men, note yes or no against, on M. R.
- 1884—Dec. 31. C. S. C. men, when rejected report to Bureau.
- 1875—June 7. Conduct report, commanding officers to send.
- 1880—Feb. 21. Commandants, to furnish information over own signature.
- 1883—Nov. 6. Changes, forward, before sailing.
- 1879—Oct. 25. Cooks, to be enlisted as landsmen.
- 1885—Sept. 5. Clerical, work in navy yards.
- 1863—May 4. Dead-eyes, use "iron-strapped" with wire rope.
- 1881—Nov. 15. Deserters, report only actually declared.
- 1882—March 28. Deserters, receiving ships; how report.
- 1883—July 2. Deserters, reports; instruction relative to.
- 1886—Feb. 10. Deserters, report; Form No. 17 abolished.
- 1882—Nov. 17. Enlistment returns, medical officers to sign, &c.
- 1885—Sept. 5. Foreman, how make requisitions for material.
- 1868—March 27. Galley, daily inspection to be made.
- 1884—July 10. Galley, rules governing use of.
- 1885—Dec. 21. Hammock-cloths, to be painted black.
- 1874—Oct. 29. Invoices, how make out.
- 1872—Aug. 30. Jib-booms, in fitting vessels, not to be chordeed.

- 1879—Jan. 3. Life-preservers, one allowed each person.
- 1884—Nov. 1. Letters, not needed with monthly returns.
- 1885—June 30. Letters, to be omitted with requisitions and vouchers.
- 1886—Feb. 15. Letters to be omitted with enlistment records.
- 1874—May 12. Mooring, vessels in ordinary, duty of Bureau.
- 1883—June 15. Master-at-arms, to be enlisted as landsman.
- 1883—Nov. 24. Machinist, qualifications for.
- 1885—Jan. 1. Machinist, qualifications for, and pay.
- 1882—Aug. 11. Men, not detained beyond enlistment.
- 1885—Jan. 1. Musician, chief, fill from first-class musicians.
- 1885—Dec. 1. Medals, Bailey, awarded to apprentices.
- 1885—Dec. 21. Mess-cloths, use white enameled.
- 1871—Nov. 1. Oil-cloth, not to be replaced during cruise.
- 1879—Oct. 25. Petty officers, irregularly enlisted, and.
- 1886—Aug. 1. Property transferred to Bu. Con. and Rep.
- 1884—April 17. Rope, manila, not to be used for tacks and sheets.
- 1881—Sept. 22. Rope, wire, furnish length of each piece required.
- 1884—Oct. 7. Rope, no left-handed to be manufactured.
- 1883—Dec. 6. Rugs, where allowed, cost, &c.
- 1884—Nov. 1. Returns, accuracy and promptness noted.
- 1884—Sept. 4. Requisitions, "Public exigency" indorsed on such.
- 1880—April 20. Requisitions, classification of.
- 1886—Aug. 25. Requisitions, purchase, object stated.
- 1885—June 30. Requisitions, sent to and from Bureau without letters.
- 1885—June 12. Rations, cooked, to be supplied men in transit.
- 1868—Dec. 4. Soap, allowance of vessels.
- 1885—May 21. Seamen gunners, where instructed.
- 1869—May 24. Security, enlisted men not to become, for others.
- 1871—April 10. Stoves, cooking, not allowed single-deck vessels.
- 1872—March 25. Stragglers, not to be received on receiving-ships.
- 1875—April 1. Servants, not to do deck duty.
- 1879—May 21. Sails, steering, allowed square-rigged vessels.
- 1885—July 9. Stores, entered on book at appraised value.
- 1883—Oct. 30. Stores, surveyed; how to be expended.
- 1883—Oct. 30. Surveys, articles so condemned expended as such.
- 1882—March 2. Surveys, certain, to be accompanied with estimate to refit, &c.
- 1879—Oct. 25. Stewards, to be enlisted as landsmen.
- 1885—Dec. 21. Smoke-stack covers, to be painted black.
- 1885—May 21. Seamen gunners, where instructed, &c.
- 1885—Dec. 28. Subject, letters to contain only one.
- 1875—Jan. 14. Tackles, pendant; how to take care of.
- 1885—June 30. Vouchers, sent to Bureau without letter.
- 1880—Feb. 4. Wire rigging, not to be stripped below topmast.
- 1881—Sept. 22. Wire rope, furnish length of each piece required.
- 1875—Jan. 30. Woods' boat-detaching apparatus; specifications for.
- 1885—Jan. 1. Water-tenders, each vessel allowed three.
- 1883—June 15. Yeoman, to be enlisted as landsman.

BUREAU OF YARDS AND DOCKS.

Circulars to Commandants of Navy Yards.

- 1863—April 11. Extra time and pay, allow only in cases of pressing necessity.
- 1863—May 1. Wages, regulation of, according to outside rates.
- 1863—June 9. Chips and condemned wood, sell at public auction, and proceeds deposit in Treasury.
- 1863—June 11. Cattle, make return of, in monthly reports.
- 1863—Nov. 17. Reservation bills, not to be paid until contract is completed.
- 1863—Dec. 11. Rags and old sails, sell at public auction, and deposit proceeds in Treasury.
- 1863—Dec. 18. Regulations for Navy Yards, to be hung up in the shops, stores, and offices.
- 1864—May 6. Defaulting contractors, report.
- 1864—June 9. Ordnance and medicine, and surgery Bureaus; works, &c., relating to, will be turned over to; June 30, 1864.
- 1864—June 15. Furniture regulations, 30 per cent. to be added to allowance on carpets.
- 1864—June 16. Ranges in kitchens, allowed.
- 1864—June 22. Minors under instructions, to receive same pay as apprentices, conditionally.

- 1864—June 28. Constructing engineers, will perform duties for other Bureaus when required by the chiefs of.
- 1864—July 18. Officers and master workmen, forbidden to give information, &c.
- 1864—Sept. 30. Coal vessels, instructions respecting discharge of, &c.
- 1864—Oct. 10. Conservatories or hot-houses, will be supported by officers on whose premises they are located.
- 1864—Oct. 26. Officers, naval and civil, master workmen, &c., monthly return of.
- 1864—Nov. 21. Extra time of yard employés, to be stated on monthly returns.
- 1864—Dec. 5. Brass dress and dirt, have washed and worked in the yard.
- 1865—Jan. 11. Extra time, to be allowed only in emergencies.
- 1865—Jan. 14. Working hours, instructions relating to.
- 1865—March 20. Inventory of property, prepare and forward.
- 1865—May 27. Furniture, directs accounts to be kept of.
- 1865—June 15. Disabled and discharged soldiers, sailors, and marines, employment of.
- 1865—July 13. Coal and iron, inspection and test of.
- 1865—July 24. Quarters of officers, estimate for, in annual report.
- 1865—Sept. 26. Quartermen and foremen, acting under master-workmen, muster as other workmen are.
- 1865—Sept. 26. Surgeons' and paymaster stewards, pay from October 1, 1865, at the rate of \$750 per annum.
- 1865—Sept. 27. Inventory of chattels in yards, enter on ledgers, &c.
- 1865—Oct. 19. Horses and labor, regulate, by those prevailing outside.
- 1865—Oct. 29. Furniture book, insert a correct list in, of all furniture.
- 1865—Nov. 27. Master workmen, discharge, and place their departments under competent foremen.
- 1865—Nov. 29. Reservation bills, will be certified to by commandants and approved by Bureau.
- 1866—March 13. Bills for payment of supplies, to be made payable by paymaster where goods are delivered.
- 1866—April 2. Supplies, receiving, inspecting, and disbursing, rules to be observed relating to.
- 1866—June 22. Stores under yards and docks, inventory of, ordered.
- 1866—July 12. Letters, numbering and acknowledging receipt of.
- 1866—July 20. Labor and materials, charges for, must be directed or sanctioned by civil engineer, commandant, or Bureau.
- 1866—July 21. Reservation bills to be withheld, conditionally.
- 1866—Aug. 11. Coal, have tested when received.
- 1866—Aug. 28. Appropriations, balances on hand to be stated by paymasters.
- 1866—Oct. 6. Allowances, General Order No. 75, embraces every allowance to which naval officers are entitled.
- 1867—Feb. 14. Furniture book, directs as to keeping of.
- 1867—March 22. Rejected goods, to be sold within ten days after notice, &c.
- 1867—April 6. Duties appertaining to each Bureau, printed regulations calls attention to.
- 1867—June 27. Civil Engineers, Regulations for the Government of.
- 1867—July 6. Auctioneers, instructions as to employment of.
- 1867—Oct. 5. Buildings in navy yards, numbering of.
- 1867—Oct. 31. Buildings in navy yards, designated by number and letter.
- 1867—Oct. 29. Furniture allowance, October 15, 1854, increase 50 per cent. Furniture condemned, disposition and sale of.
- 1868—April 18. Furniture, carpets, disposition and sale of.
- 1868—July 7. Hired teams, each Bureau to pay for.
- 1868—Nov. 27. Teamsters and cattle tenders, extra pay to.
- 1869—Feb. 10. Pay and allowances received by each naval officer at navy yards.
- 1869—April 15. Wooden buildings and old shanties, to be removed.
- 1869—May 24. Stores, not to be drawn from store without requisition, approved by commandant.
- 1869—May 25. Laborers, for care of grounds, number deemed necessary.
- 1869—June 4. Coal and gas, yard quarters not to be supplied with an allowance.
- 1869—June 22. Extra time, authority for, must be obtained in advance.
- 1869—July 15. Tugs and hired teams, instructions relative to, for guidance of commandants.
- 1869—July 16. Furniture receipts, to be sent to Bureau.
- 1869—July 29. Passes, book of, for admission of visitors to yards.
- 1869—Oct. 19. Repairs to buildings costing less than \$100, commandants may authorize.
- 1870—March 19. Ordinary men, assigned to Bureau of Yards and Docks.
- 1870—June 23. Inventory of stores, to be taken at end of each fiscal year.
- 1870—Sept. 1. Employés, irregular rating of, laborers and mechanics performing clerical duty, relative to.

- 1871—Jan. 3. Furniture, not to be made or repaired without authority.
- 1871—March 18. Hired teams, not intended to throw the whole expense on another Bureau.
- 1871—June 15. Inflammable oils, proper storage of.
- 1871—Aug. 2. Contractors, report any failure of, to furnish supplies.
- 1871—Aug. 16. Ordinary men, discharge of.
- 1871—Oct. 4. Ordinary men, cooking utensils used by, directs relative to.
- 1871—Oct. 20. Employment and discharge of employés, notify Bureau of.
- 1871—Nov. 7. Buildings in navy yards, plans of, calls for.
- 1871—Dec. 8. Moorings, calls for sketch of.
- 1872—March 11. Tugs, teams, &c., executive officer of yard to have charge of.
- 1872—March 22. Foremen, pay of, regulating.
- 1872—June 29. Transfers, no more to be allowed.
- 1872—July 5. Sales, proceeds to be turned into Treasury.
- 1873—Oct. 21. Telegrams, superfluous words omit from.
- 1873—Feb. 12. Newspapers, daily, for commandant's office allowed.
- 1873—Aug. 16. Contractors, supplies to be purchased on account of defaulting.
- 1874—Jan. 15. Gas in workshops, cut-off, &c.
- 1874—May 22. Plans of navy yards, called for.
- 1874—May 22. Government teams, none other to be put in the Government stables.
- 1874—July 8. Stores on hand to be used whenever practicable.
- 1874—Oct. 2. Correspondence, regulations concerning.
- 1874—Oct. 14. Buildings and quarters, list of occupants, calls for.
- 1875—Feb. 9. Deposits by paymasters, to be reported.
- 1875—April 19. Public property, survey and report of.
- 1875—June 15. Supplies on hand, examine before sending O. P. requisitions.
- 1875—July 19. Carpets, survey upon, once in seven years only, will be authorized.
- 1875—Dec. 8. Transfers, none will be authorized or recognized.
- 1876—Jan. 20. Rates of wages must conform to schedule approved by the Department.
- 1876—Feb. 24. Regulations for the government of civil engineers and others at navy yards.
- 1876—July 21. Old materials, utilize as far as possible.
- 1877—Jan. 23. Hose, test of, at Washington navy yard, by board appointed by Department, and reports forwarded to yards.
- 1877—June 12. Requisitions O. P., only one copy to include estimated cost of articles.
- 1877—Aug. 8. Materials, requisition to be made for, on 1st and 15th of each month.
- 1878—Jan. 15. Watchmen, proposed substitution of marines for.
- 1878—March 28. Storehouses, consolidation of, relative to.
- 1878—May 7. Inventory of public property, directs.
- 1878—July 31. Furniture allowance, General Order 1, July 1, 1878.
- 1878—Nov. 29. Telegraphs, each Bureau to pay its own.
- 1879—March 24. Wages, commandants to determine the rates to be paid.
- 1880—Oct. 22. Laborers, special, performing duty other than as, note in red ink on rolls.
- 1880—Dec. 17. Hose, to be the standard quality established by the Department.
- 1881—Jan. 17. Furniture, not to be transferred without authority.
- 1881—Feb. 24. Officers' quarters, repair of, without authority, forbids.
- 1881—May 19. Mooring anchors and chains, number and size of, relative to.
- 1881—Aug. 16. Officers' quarters, repair and furnishing of, unnecessarily expensive.
- 1881—Sept. 3. Tugs and launches, number, rate, and pay of men chargeable to Yards and Docks, upon.
- 1881—Nov. 4. Department of Yards and Docks to be under captain of the yard during absence of civil engineer.
- 1881—Nov. 9. Plans of houses, with dimensions of each room and floor, called for.
- 1881—Nov. 22. Public bills, change of certificate on, directs.
- 1882—Jan. 28. Requisition O. P. and service, to have stated thereon circumstances and nature of exigency.
- 1882—Feb. 17. Hose, care of, instructions as to.
- 1882—April 13. Condemned articles, inventory and sale of, respecting.
- 1882—April 19. Teams and teamsters, number and pay of, respecting.
- 1882—May 20. Appropriations, "Maintenance and Repairs," not to be expended after June 30, unless to meet expenses incurred within the fiscal year.
- 1882—June 7. Shipping freight, regulations, calls attention to.
- 1882—Aug. 11. Officers, list of, deemed absolutely necessary for Department of Yards and Docks.
- 1882—Sept. 30. Maintenance, reduce expenses under appropriation.
- 1883—Jan. 17. Wages, schedule of, to be made out on basis of eight hours.
- 1883—July 9. Stores and supplies, enter on books according to appraised value.

- 1883—July 25. Teams and teamsters, average daily cost to maintain.
- 1883—Dec. 8. Appointments, foremen, clerks, writers, watchmen, &c., how to be made.
- 1885—Jan. 31. Advertisements for supplies, to be condensed.
- 1885—Feb. 13. Advertisements, to include all articles required.
- 1885—April 4. Steam fire-engines, number, condition, and name designated by.
- 1885—May 15. Horses and vehicles, to be used for official business only.
- 1885—June 13. Stationery, new system of purchasing and issuing, calling attention to.
- 1885—July 3. Forage allowance, instructions concerning.
- 1885—Nov. 9. Form 45, List of officers, discontinue.
- 1886—Dec. 8. Stores, plant, &c., transferred to Bu. Pro. and Clo.
- 1886—Dec. 9. Store-houses at navy yard, Board to assign.

Circulars to Navy Agents and Purchasing Paymasters.

- 1863—May 15. Shipment of articles, invoice and bills of lading to follow.
- 1863—July 27. Contracts, contractors must put stamps on.
- 1863—Aug. 3. Contracts, stamps required on each sheet of paper.
- 1865—July 13. Contracts, manner of executing.

BUREAU OF MEDICINE AND SURGERY.

- 1869—July 7. Invites medical officers to prepare essays and reports on professional and allied scientific subjects, for publication.
- 1871—June 13. Requisitions for medicines and medical stores to be in triplicate.
- 1872—July 1. Bills to be forwarded to Bureau as soon as due, current accounts for provisions, etc., excepted.
- 1872—Nov. 1. Assistant surgeons, candidates for promotion, must present to Examining Board testimonials from medical officers under whom they have served, and a medical journal in their own handwriting. They must also be familiar with "Instructions for Medical Officers."
- 1872—Nov. 6. Requisitions for articles from the Naval Laboratory must be precise in description of kind and quality desired.
- 1873—Jan. 1. Form for Abstract of Patients becomes operative.
- 1873—Feb. 24. Requisitions for articles from the Naval Laboratory to be made semi-annually, on the first of April and October.
- 1874—Jan. 12. Economy in hospital management must be observed, owing to diminished resources of Naval Hospital Fund.
- 1875—April 8. The preparation of hospital tickets must not be intrusted to apothecaries.
- 1875—July 1. Requisitions (Form B) for medicines and medical stores from Naval Laboratory to be in quadruplicate.
- 1878—June 1. Invites suggestions as to modifications of, and additions to, "Instructions for Medical Officers," preparatory to a new edition.
- 1879—Feb. 1. Requisitions (Form B) to be confined as far as possible to articles named in supply table.
- 1879—March 28. Amends "Instructions for Medical Officers, 1878":
 - (a) To Section 4, Article II, add, "When signed, the original receipt to be returned to the laboratory, and the other forwarded to the Bureau with the next quarterly return."
 - (b) Section 10, Article II, 8th line, "Stores of a vessel put out of commission at the New York navy yard shall be transferred direct to laboratory, with inventory in triplicate."
- 1879—April 8. Invites the Medical Corps to co-operate with the National Board of Health.
- 1879—Nov. 15. List of patients to be kept on Form E, and forwarded to Bureau quarterly.
- 1879—Nov. 21. List of additions of books and periodicals to libraries must be made on the first of January of each year. Medical books of a vessel going out of commission will be forwarded to Bureau with an inventory.
- 1880—March 30. Color-sense of all persons in the Navy to be determined, and tests for same to be applied in all future examinations of applicants for admission to the service; also gives directions for use of worsteds.
- 1880—June 30. Amends circular of November 21, 1879 (No. 16). Inventory of books will be compared on the first of every quarter with those on hand, and deficiencies, if any, reported to Bureau.

- 1880—Sept. 8. List of Patients (Form E) must correspond with Yearly Abstract, and the abstract with the journal. Report of Sick will be forwarded direct to Bureau, and a duplicate only to the fleet surgeon.
- 1880—Oct. 14. Bills (vouchers) must accord with instructions contained in Department's Regulation Circular No. 14, of November 29, 1878.
- 1880—Apparatus and directions for collecting and preserving solid matters suspended in the air.
- 1881—Jan. 1. The Bureau will furnish medical officers with microscopes; their condition to be reported quarterly.
- 1881—Feb. 1. Abstract of Patients (Form F) to be forwarded quarterly instead of annually. List of Patients (Form E) will not be forwarded to Bureau hereafter.
- 1881—April 8. List showing name, age, and disease of families of officers or employés, attended or prescribed for, must be kept, and forwarded quarterly to Bureau. (First dressings.)
- 1882—Jan. 10. Museum of Hygiene established and made the repository of the American Public Health Association.
- 1882—Jan. 15. Informs medical officers of establishment of Museum of Hygiene, and requests co-operation.
- 1882—May 2. States object of the Naval Medical Society.
- 1882—Aug. 21. Prospectus, classification, and arrangement of Museum of Hygiene.
- 1882—Oct. 9. Modifies "Instructions for Medical Officers, 1881;" requisitions will be made semi-annually, on the first of April and October.
- 1883—May 4. Report of Sick (Form K), as modified, becomes operative from January 1, 1883.
- 1883—Aug. 26. Instructions relative to more accurate preparation of Report of Sick (Form K).
- 1883—Nov. 29. Materia Medica Section of U. S. National Museum being placed under the supervision of the Surgeon General of the Navy, additions to collection of drugs are solicited from medical officers.
- 1884—April 15. Discontinues atmospheric observations (Form S). Observations for carbonic acid will be entered in the Medical Journal.
- 1885—Jan. 1. Thermometric and hygrometric observations will be taken at 9 A. M. daily on vessels in commission. Carbonic acid in air of berth-deck will be determined weekly at 9 P. M.; journal entries will be made of both observations.
- 1885—April 4. Sanitary precautions for U. S. naval forces on Isthmus of Panama.
- 1885—Oct. 20. Reports of medical survey (Form M) held at hospitals must note name of vessel from which the patient was received.
- 1885—Oct. 21. Physical examinations of candidates for enlistment in naval service must be completed, and not suspended on recognition of a disqualifying defect.
- 1886—Jan. 16. Boards of Medical Survey will not, in their reports, recommend as to transfer to another station for discharge of men condemned in the United States for disabilities resulting from their own indiscretions or from causes not incident to service.

BUREAU OF PROVISIONS AND CLOTHING.

- 1876—March 25. Commuted rations, directions in regard to.
- 1876—Aug. 4. Bureau statement in reference to.
- 1877—March 7. Tomatoes and onions not to be purchased.
- 1877—April 29. Sick in hospital, returns of, and hospital fund.
- 1877—May 10. Calling attention to circular of March 25, 1876.
- 1879—Feb. 20. Small stores, returns of.
- 1879—April 14. Issuing-price of clothing and articles received from open purchase Par. 80, p. 76, and par. 4, p. 240, N. R., modified.
- 1879—Nov. 18. Value of naval clothing on hand.
- 1880—April 26. Issuing-price of flannel, in regard to.
- 1880—June 15. Canned tomatoes and desiccated potatoes, change in ration-table.
- 1880—Nov. 10. Pea and monkey-jackets, price of.
- 1880—Nov. 30. Stores in Pay Department, those authorized to draw.
- 1880—Dec. 21. Commuted rations, order in regard to.
- 1881—May 16. Commuted rations, order in regard to. (See circular Dec. 4, 1883.)
- 1882—Dec. 11. Returns and losses on stores, directions in regard to.
- 1883—March 30. Felt mattress.
- 1883—June 14. Disbursing officer, instructions to.
- 1883—Dec. 4. Revocation of circular of May 16, 1881.

- 1883—Dec. 5. Rations, commutation of, &c.
- 1884—Feb. 6. Navy claims, &c., certificate for payment of.
- 1884—Nov. 15. Navy Ration Regulations, with allowance and requisition tables.
- 1884—Dec. 19. Stores provided for vessels, in regard to.
- 1885—Jan. 21. Cancellation of "Errata," in ration-regulation circular of 1884.
- 1885—Jan. 22. Communications to Bureau, condensing of.
- 1885—Aug. 5. Modification of Bureau's circular of December 11, 1882.
- 1885—Oct. 29. Disbursing officers forwarding commandants' orders authorizing commutation of rations.
- 1886—Nov. 2. Pea-jackets, price reduced.
- 1886—Dec. 2. Stationery, allowance to vessels.
- 1886—Dec. 16. Trousers and jumpers issued separately.

BUREAU OF CONSTRUCTION AND REPAIR.

- 1865—Nov. 13. Bills (O. P.), number of requisition to be marked opposite each article on.
- 1865—Dec. 23. Letters, acknowledgment to be made weekly.
- 1865—Dec. 30. Reservation bills contract, amount not to be filled up in words on.
- 1867—Sept. 17. Apprentices, semi-annual report of, to be made.
- 1868—Jan. 16. Vessels, color of paint for masts, &c.
- 1868—Jan. 31. Lightning-conductors, fittings furnished by Equipment and Recruiting and Construction and Repair.
- 1868—Feb. 4. Orders involving expenditure of money, report to be made monthly.
- 1868—May 16. Reservation bills, to be forwarded when classes are filled.
- 1868—July 15. Apprentices, Regulations governing.
- 1868—Nov. 18. Vessels in ordinary, daily inspection and condition recorded.
- 1869—July 30. Surveys, instructions regarding.
- 1870—April 11. Requisitions, for materials in (O. P.).
- 1870—Nov. 19. Expenditures, monthly transactions, accounts with other Bureaus.
- 1871—April 29. Labor from other Bureaus, how obtained.
- 1871—May 25. Vessels, report arrival and departure of.
- 1871—June 21. Purchases, requisitions not to be made for articles when those in store can be used.
- 1871—Dec. 9. Inspection of articles.
- 1872—April 29. White-oak knees cut square not receivable.
- 1872—Aug. 22. Steel, tempering, &c., license to use certain patents.
- 1872—Nov. 15. Life-buoys, danger-signal lights for.
- 1872—Dec. 13. Tools, instructions as to requisitions for.
- 1873—Jan. 15. Vessels, consolidated report of costs.
- 1873—Feb. 3. Labor from other Bureaus.
- 1873—Oct. 7. Bill (O. P.), not approved till ratified by purchasing officer.
- 1873—Nov. 5. Balsas and life-boats to be furnished vessels.
- 1873—Dec. 19. Boats and furniture receipted for, when furnished vessels in commission.
- 1874—Jan. 29. Vessels, building, &c., plans furnished when completed.
- 1874—Oct. 30. Ship-keepers, captains will have control of.
- 1874—Nov. 4. Vessels, cost of material and labor expended on.
- 1875—March 4. Consolidated cost of vessels, forms for.
- 1875—March 17. Vessels, inform Bureau of light draught, &c.
- 1875—April 7. Foremen and quartermen, number reduced when necessary.
- 1875—April 7. Ship-keepers, captain or quartermen may be dispensed with.
- 1875—June 14. Paymaster's office, designation of.
- 1876—Jan. 31. Inspection reports, embrace every article in.
- 1876—March 14. Pay-roll, summary instructions.
- 1876—Oct. 20. Vessels, iron-work to be painted on.
- 1877—May 3. Employés, monthly reports of.
- 1877—June 22. Material not issued and used turned into store.
- 1877—Sept. 22. Pay-rolls, instructions regarding.
- 1877—Oct. 15. Contract, articles delivered under.
- 1878—March 9. Inspection reports, instructions regarding.
- 1878—June 15. Money requisitions, instructions regarding.
- 1878—Sept. 18. Stationery, receipt and delivery of.
- 1878—Dec. 16. Vessels, consolidated cost required when repairs amount to \$3,000.
- 1879—March 19. Ship-keepers, employment and selection of.
- 1879—March 24. Letters of advice.
- 1879—April 10. Steam-launches, &c., forward list of.
- 1879—July 26. Requisitions, state market price of articles.
- 1879—July 26. Requisitions, when cost exceeds estimates.
- 1879—Aug. 4. Requisitions, state number and quantity of articles on hand.

- 1879—Aug. 13. Vessels, annual report of expenditures.
 1879—Aug. 20. Requisitions for articles issued from store.
 1879—Sept. 9. Materials, certification as to quantity purchased.
 1879—Oct. 2. Ship-keeping, large expense to G. P.
 1879—Nov. 21. Requisitions, not to be made unless are absolutely necessary.
 1879—Nov. 29. Requisitions (O. P.), immediate delivery of articles required on.
 1879—Dec. 23. Camp-stools, making frames of.
 1880—Jan. 21. Vessels, tinning of bread-rooms to be soldered.
 1880—Jan. 26. Foremen and quartermen, reduction of.
 1880—Jan. 31. Vessels, color of paint for masts, &c.
 1880—Feb. 11. Vessels, steam-pipes not to pass through bread-room.
 1880—May 18. Requisitions (O. P.), list of articles not delivered.
 1880—June 12. Requisitions (O. P.), delivery of articles.
 1880—June 15. Requisitions to be numbered.
 1880—July 1. Bills, amount and number, also name of vessel to be given.
 1880—Nov. 19. Vessels, forward copies of reports of clearing before storage.
 1880—Nov. 27. Requisitions, forward separately for each class.
 1880—Dec. 9. Requisitions (O. P.), time for delivery of articles.
 1880—Dec. 29. Pay-roll, summary cost of each object.
 1881—Sept. 9. Furniture, &c., include ash.
 1881—Sept. 12. Construction stores, form of report of.
 1882—April 7. Apprentices, suspension of.
 1882—March 15. Requisitions, names of parties estimating prices on.
 1882—April 22. Vessels, plans of discharge-pipe and bilge-pumps.
 1882—May 15. Iron furnished by Bureau of Equipment and Recruiting.
 1882—May 18. Vessels, wooden, coal-bunkers and bulk-heads furnished by the Bureau of Steam Engineering.
 1882—June 5. Employés, regulations relating to.
 1882—June 8. Bills of lading, instructions regarding.
 1882—June 10. Vessels, fit steerage with locker-seat, remove berths from.
 1882—June 20. Ship's leather, uniformity in color.
 1882—June 20. Vessels, restrictions as to sheathing.
 1882—June 21. Vessels, putting seams in deck and cabin.
 1882—June 24. Bureau's letters, number and date of, to be referred to.
 1882—Aug. 8. Writers, pay of.
 1882—Aug. 9. Inspection of articles, instructions regarding.
 1882—Aug. 11. Vessels building, &c., flooring rooms bilges, &c.
 1882—Oct. 25. Schedule of wages, ratings of.
 1882—Oct. 30. Boats, uniformity in lengths.
 1883—July 10. Draughtsmen, open pay and schedule.
 1883—July 28. Vessels, survey of.
 1883—Aug. 21. Writers, Bureau to approve employment of.
 1883—Sept. 19. Sale of condemned stores, presence of officers.
 1883—Oct. 11. Surveys, requests for.
 1884—Feb. 23. Survey, &c., of vessels repairing abroad.
 1884—April 2. Ordnance, flood-cocks, fitting of levers.
 1884—May 23. Torpedo outfit, furnished by the Bureau of Ordnance.
 1884—July 3. Advertised articles, contractors must be manufacturers.
 1884—July 14. Articles advertised, bids in duplicate for.
 1884—July 30. Alcohol, classed at 60½.
 1884—Aug. 11. Inspection and delivery of articles, conform to schedule.
 1884—Sept. 23. Economy in expenditure of funds.
 1884—Nov. 1. Vessels in commission at navy yards, statement of articles to be furnished.
 1884—Nov. 26. Attachment for boats' rudders.
 1885—Jan. 17. Vessels, percussion and ammunition-rooms to have separate entrance.
 1885—April 28. Surveys, report of, to include labor and material separately.
 1885—May 8. Expenditures, Report A-6, include.
 1886—Feb. 27. Employés, regulations relating to.
 1886—March 29. Stationery, estimates required.
 1886—Aug. 4. Property transfer from Bu. E. and R. to Con. and Rep.
 1886—Dec. 27. Inspection of stores.

BUREAU OF STEAM ENGINEERING.

- 1877—April 27. Stores, materials, &c., cost of, to accompany requisition.
 1877—Oct. 12. Engines, &c., no change without sanction of Bureau.
 1878—June 3. Metallic zinc, careful experiments to determine practical value of.
 1878—Dec. 1. Apprentices, rules governing employment of.

- 1882—June 6. Machinery, drawings or tracings of, made to a scale.
 1883—Oct. 1. Steam-steerers, capstans, &c., designing and repairing controlled by this Bureau.
 1883—Nov. 19. Engineering department at navy yards visited twice or more each day by engineer in charge.
 1885—Jan. 30. Draughtsman, foremen, &c., time of, charge to object upon which engaged.
 1886—Aug. 16. Steam-vessel, machinery of, to be tested.
 1886—Aug. 20. Steam trials of vessels.

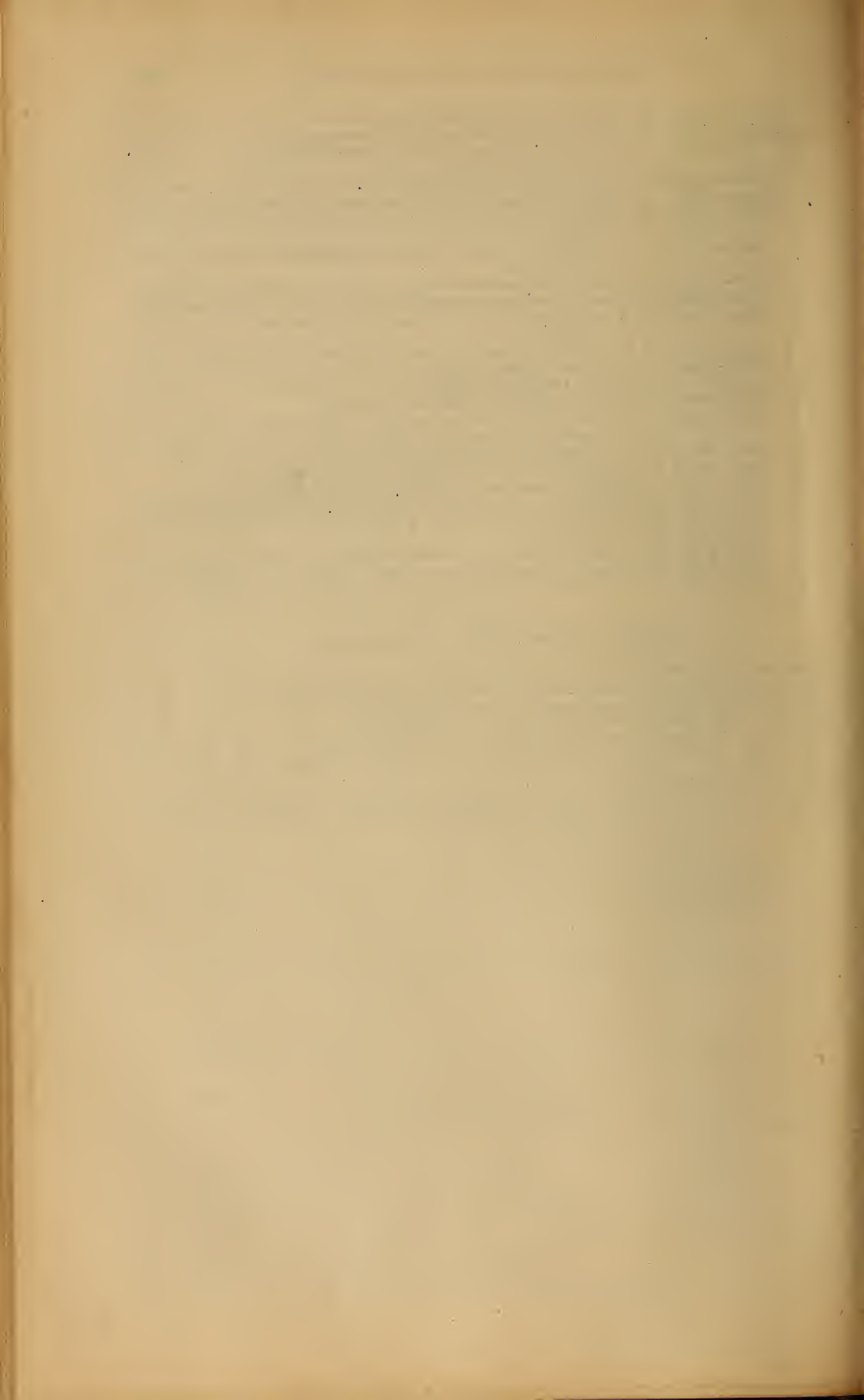
SUBJECT INDEX OF MARINE CORPS GENERAL ORDERS.

- No. 1. 1877—Aug. 21. Riots, congratulatory letter, conduct of marines.
 2. 1877—Sept. 3. Character, discharges of enlisted men, grade of.
 3. 1877—Sept. 3. Sashes abolished in Marine Corps.
 4. 1877—Oct. 29. Uniform, dress coat, vest, and trousers.
 5. 1877—Nov. 21. Staff returns and character of enlisted men.
 6. 1877—Dec. 8. Muster-rolls of posts and receiving-ships.
 7. 1877—Dec. 13. Lance-corporals and lance-sergeants, term of duty as.
 8. 1877—Dec. 29. Non-commissioned officers, character of men for.
 1. 1878—Not in force.
 2. 1878—March 11. See chap. 17, sec. I, par. 4, Navy Regulations.
 3. 1878—April 22. Clothing, price of, &c.
 4. 1878—April 27. Leave granted to officers, names to appear on muster-roll.
 5. 1878—April 29. White cap-covers to be worn.
 6. 1878—June 3. Non-commissioned officers, examination of.
 7. 1878—Oct. 31. Men, arms, and accouterments, &c., kind of, for sea service.
 8. 1878—Nov. 30. Sutlers, appointment of, revoked, enlisted men not to act as such.
 9. 1878—Dec. 5. Enlistments and re-enlistments, examination, &c.
 10. 1878—Dec. 10. Springfield rifle, cal. .45, price of, when lost or damaged.
 1. 1879—Feb. 15. Descriptive list and recruiting officer.
 2. 1879—Feb. 20. Service, day of, beginning and ending.
 3. 1879—March 1. Officer-of-the-day, report of, and muster-roll, no erasure, &c., allowed.
 4. 1879—March 5. Clothing and accouterments, price of, &c.
 5. 1879—June 6. French Exposition of 1878, congratulatory letter.
 6. 1879—Aug. 14. Springfield rifle, cal. .45, and ammunition, returns of.
 7. 1879—Aug. 22. Rifle firing, Laidley's Instructions adopted, report of, &c.
 1. 1880—Jan. 26. Transfer descriptive list, senior medical officer to sign.
 2. 1880—Feb. 14. Enlisted men, sea service, fair share of, to be performed by.
 3. 1880—Feb. 19. Non-commissioned officers, not available as officer of guard or day.
 4. 1880—Feb. 25. Clothing and accouterments, prices of, when lost or damaged.
 5. 1880—Aug. 6. Fife abolished, drummers and fifers to carry "G" trumpets (now "F").
 6. 1880—Aug. 6. Clothing damaged by moths, disposition of (see G. O., No. 9, 1881).
 7. 1880—Aug. 13. Clothing, directions for officers in charge of, at posts,
 8. 1880—Sept. 15. Uniform, change in, fatigue cap, white cap-cover, shirts, helmets (see No. 2, 1881).
 9. 1880—Acknowledgement of orders from headquarters and inform commandant of Marine Corps.
 1. 1881—Feb. 8. Descriptive lists, date of promotion, &c., to be indorsed thereon.
 2. 1881—March 10. Uniform, change in, officers' helmets, shirts, &c.
 3. 1881—April 10. Slinging arms, manual of.
 4. 1881—April 30. Farragut statue, complimentary letter from Secretary.
 5. 1881—May 19. Tables, specifying allowance of clothing, &c.
 6. 1881—May 27. Flags, garrison, storm, recruiting, colors, camp and guidon.
 7. 1881—July 6. Clothing, accouterments, &c., price of.
 8. 1881—July 21. Mileage, allowance of pay, &c.
 9. 1881—Sept. 1. Clothing containing moths (see G. O., No. 6, 1880), arms and accouterments in need of repairs.

10. 1881—Sept. 19. Linen collars, allowance and price of.
11. 1881—Sept. 19. Servants, enlisted men not to act as such, (R. S. see 1232).
12. 1881—Oct. 20. Uniform, clothing, sizes and measurements (see G. O., No. 4, August 20, 1884).
1. 1882—March 24. Clothing and accouterments, price of, when lost or damaged.
2. 1882—July 7. Officers on leave to report address to adjutant each month.
3. 1882—Aug. 17. Clothing, accountability of, receipts to be witnessed separately.
1. 1883—Feb. 12. Furniture, inventory of, &c., superseded by an order of the Department.
2. 1883—March 3. Clothing, accouterments, &c., price of, when lost or damaged.
1. 1884—March 4. Clothing and accouterments, price of, when lost or damaged.
2. 1884—June 16. Descriptive lists of dishonorably discharged men to be forwarded.
3. 1884—July 9. Clothing for issue, accounts of, to be kept personally, &c.
4. 1884—Aug. 20. Uniform clothing, sizes and measurements (see G. O., No. 12, October 20, 1881).
5. 1884—Sept. 10. Uniform clothing, order in regard to.
6. 1884—Sept. 24. Station, requisition for quarters will be made to the quartermaster upon arriving at.
1. 1885—Feb. 14. Price list of clothing lost or damaged after January, 1885.
2. 1885—April 24. Army target-practice adopted by U. S. M. C.
3. 1885—July 8. Regulations concerning retirements of enlisted men.
4. 1885—July 16. Price list of clothing, after July 1, 1885, when lost or damaged.
5. 1885—July 17. Act of Congress relative to thirty days' leave with pay for officers.
6. 1885—Aug. 22. General Order, No. 4, of July 16, 1885, modification of.
7. 1885—Sept. 15. Extract from Department order, regarding the manual for the U. S. M. C., prepared by Lieutenant Gilman.

MARINE CORPS ORDERS—UNNUMBERED.

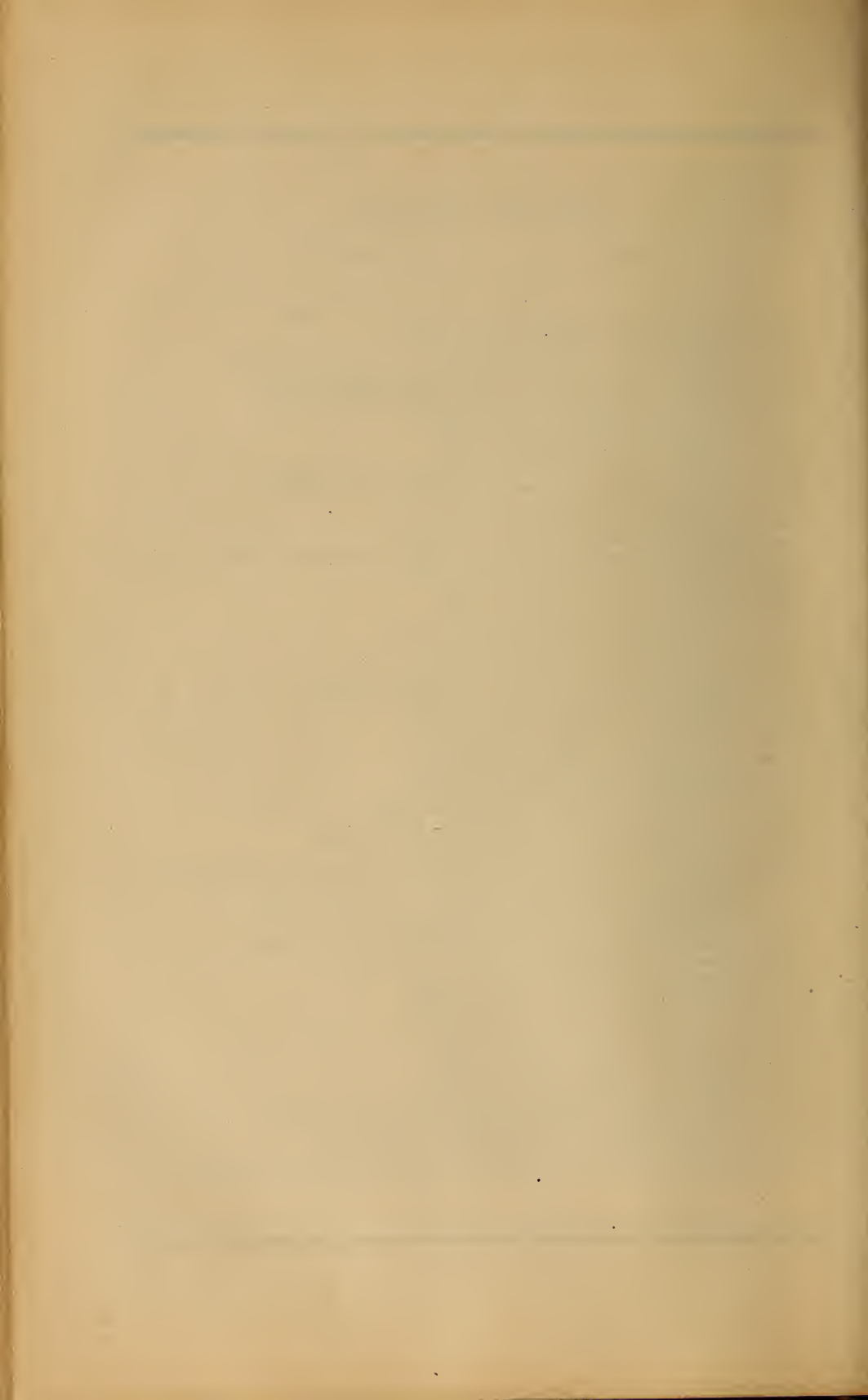
- 1877—March 22. Official communication to Staff, how addressed.
- 1877—March 22. Official communication to Fourth Auditor and Treasury.
- 1877—April 23. Official communication containing money or checks.
- 1877—May 2. Duties, drills, &c., report to be made, &c.
- 1877—June 4. Duties, drills, &c., report to be made in detail.
- 1877—June 5. Discharges as worthless and for various reasons, "by order" of Secretary.
- 1877—Aug. 4. Men selected for promotion, care to be taken in selection of, &c.
- 1878—Dec. 10. Malt liquors, sale of, in barracks forbidden. Revoked by an order of Department permitting it.



DEATH NOTICES.

ISSUED BY THE NAVY DEPARTMENT.

Abraham Lincoln, President of the United States, April 15, 1865.
Andrew Hall Foote, Rear-Admiral, June 27, 1863.
Sam'l F. Dupont, Rear-Admiral, June 30, 1865.
Winfield Scott, Lieutenant-General United States Army, May 29, 1866.
James Buchanan, ex-President of the United States, June 2, 1868.
Franklin Pierce, ex-President of the United States, October 8, 1869.
Chas. Stewart, Rear-Admiral, November 8, 1870.
John A. Dahlgren, Rear-Admiral, July 12, 1870.
David G. Farragut, Admiral, August 15, 1870.
John A. Winslow, Rear-Admiral, October 1, 1873.
Millard Fillmore, ex-President of the United States, March 9, 1874.
Wm. B. Shubrick, Rear-Admiral, May 27, 1874.
Melancton B. Woolsey, Commodore, October 4, 1874.
Wm. B. Cushing, Commander, December 18, 1874.
Henry Wilson, Vice-President of the United States, November 23, 1875.
Alex. M. Pennock, Rear-Admiral, September, 1876.
Joseph Smith, Rear-Admiral, January 18, 1877.
James Alden, Rear-Admiral, February 8, 1877.
Chas. Wilkes, Rear-Admiral, February 8, 1877.
Theodorus Bailey, Rear-Admiral, February 13, 1877.
Chas. H. Davis, Rear-Admiral, February 19, 1877.
Louis M. Goldsborough, Rear-Admiral, February 21, 1877.
Gideon Welles, ex-Secretary of the Navy, February 12, 1878.
Hiram Paulding, Rear-Admiral, October 21, 1878.
Henry K. Hoff, Rear-Admiral, December 27, 1878.
Enoch G. Parrott, Rear-Admiral, June 4, 1879.
Sylvanus W. Godon, Rear-Admiral, June 5, 1879.
Chas. Boorman, Rear-Admiral, September 16, 1879.
Wm. Reynolds, Rear-Admiral, November 6, 1879.
Augustus H. Kilty, Rear-Admiral, November 11, 1879.
Cornelius K. Stribling, Rear-Admiral, January 10, 1880.
Adolph E. Borie, ex-Secretary of the Navy, February 6, 1880.
Henry K. Thatcher, Rear-Admiral, April 6, 1880.
Jacob Zeilin, Brigadier-General United States Marine Corps, November 19, 1880.
Jas. L. Lardner, Rear-Admiral, April 15, 1881.
Jas. A. Garfield, President of the United States, September 20, 1881.
Joseph H. Spotts, Rear-Admiral, March 25, 1882.
John Lenthall, Chief Constructor United States Navy, April 13, 1882.
John Rodgers, Rear-Admiral, May 6, 1882.
John C. Beaumont, Rear-Admiral, August 7, 1882.
David McDougal, Rear-Admiral, August 11, 1882.
Chas. H. Poor, Rear-Admiral, November 6, 1882.
Hugh Y. Purviance, Rear-Admiral, January 1, 1883.
Jas. F. Schenck, Rear-Admiral, January 1, 1883.
Jas. H. Strong, Rear-Admiral, January 1, 1883.
Fabius Stanley, Rear-Admiral, January 1, 1883.
Rob't H. Wyman, Rear-Admiral, January 1, 1883.
Wm. H. Hunt, ex-Secretary United States Navy, February 27, 1884.
Andrew A. Harwood, Rear-Admiral, September 3, 1884.
U. S. Grant, ex-President of the United States, July 23, 1885.
Thos. A. Hendricks, Vice-President of the United States, November 25, 1885.



ADDENDA.

Circulars and circular letters to Commandants of yards, stations, Bureaus, and Marine Corps, not heretofore printed. Although the substance of many of them has doubtless been embodied in the Navy Regulations, they are nevertheless useful for reference, and tend to show the course from time to time of departmental action on such matters.

January 5, 1863.

The monthly returns of persons termed "contrabands," employed on board the respective vessels of the squadrons, should be promptly sent to the Department, also the semi-monthly reports of the position of the vessels of the squadron on the service on which they are engaged.

I am, respectfully, your obedient servant,

GIDEON WELLS,
Secretary of the Navy.

To Commandants of Squadrons.

January 12, 1863.

The Department has been informed by Lieut. Col. Ludlow, agent on the part of the United States for the exchange of prisoners, that all officers and men captured on the sea and gulf coasts and waters flowing into the same, up to December 10, 1862, are duly exchanged.

I am, respectfully, your obedient servant,

GIDEON WELLS,
Secretary of the Navy.

To Commandants of Squadrons.

REGULATIONS FOR THE GOVERNMENT OF SUTLERS ON BOARD SUPPLY STEAMERS OF THE NAVY.

March 24, 1863.

The following regulations are to be observed by all sutlers on board supply steamers of the Navy, and commanding officers of such vessels will cause the same to be strictly enforced.

1. At least twenty-four hours before the hour fixed for the departure of any supply steamer, all sutlers' supplies shall be on board. The sutler will learn the day of sailing by application to the commandant of the yard from which she will sail.

2. Before going to sea on each trip the sutler shall prepare, or cause to be prepared, correct invoices of all the stores to be taken by him for sale, with the prices paid by him for the same, and shall affix thereto a statement in writing that the articles enumerated in the invoices were purchased by him at the lowest wholesale cash prices, and that the prices set opposite the several articles were paid for the same in good faith, which statement shall be signed and sworn to by such sutler before a magistrate or other person authorized to administer oaths, and in presence of the commandant of the station or some officer designated by him. The invoices shall be signed by the person or persons from whom such articles were purchased, who shall append a certificate that the articles therein enumerated were sold at wholesale cash prices of the day of purchase, and that he or they have no interest, direct or indirect, in the profit on such supplies to be sold by such sutler.

3. Duplicates of these invoices, with the statement and certificate herein provided for, shall before sailing be deposited with the commandant of the yard for transmission to the Department.

4. The sutler, or other person acting for him, shall charge or receive for any article not more than the cost thereof and twenty-five per cent. additional, which percentage shall cover interest, insurance, clerk hire, and all other expenses whatever, as well as his profits and his personal attention.

5. The sutler shall cause to be prepared printed lists of all the goods for sale by him, which lists shall contain the cost price as well as the selling price of each article, and shall be approved in writing by the commanding officer of the supply steamer, who will, before sailing, forward a copy of the same to the Department.

6. The space appropriated to the sutler for transportation shall in all cases be limited to 1,600 cubic feet, and he shall be entitled to no more than one state-room for his own and that of his clerk, if any.

7. No stores ordered for or by officers or officers' messes shall be put on board by the sutler or under his charge except such as shall be stowed in the space allotted to him under the last article, and be included as part of his stores subject to the foregoing rules; but this shall not prevent the commanding officer, or any other officer with his consent, from taking packages for the officers or officers' messes of blockading squadrons, but without any profit or compensation therefor.

8. Every commander of a supply steamer shall, at the end of each trip, report to the Department whether or not any violations of these regulations have come to his knowledge, and if so shall give a detailed statement of the same in writing.

9. The rendering of false invoices, or any other dishonest practices by any sutler or any other person acting for him, will cause the Department to revoke its permission to him to act as sutler of a supply steamer.

10. Commanding officers of supply steamers will not receive on board any sutler's stores that are not ready and in the navy yard at least twenty-four hours before the time designated for departure, except by the special permission of the commandant of the yard.

GIDEON WELLS,
Secretary of the Navy.

CIRCULAR.

May 11, 1863.

I transmit herewith a printed copy of proposed "Regulations for the U. S. Navy." The Department desires you to read them carefully, and to return them within two or three weeks with such suggestions as you may think of importance.

Very respectfully,

GIDEON WELLS,
Secretary of the Navy.

To Commandants of Yards, Stations, &c.

October 31, 1863.

ARTICLE 1 of the regulations for supply steamers, issued October 19, 1863, is hereby modified as follows:

Passengers in any supply steamer by authority of the Department, or the commander of a squadron, will not be charged for their passage, but the mess to which they are assigned will be credited by the paymaster of such steamer with the actual cost of their subsistence, not, however, exceeding one dollar per day when messing in the ward-room and seventy-five cents per day when messing in the steerage or with the forward officers, for each passenger.

Very respectfully,

GIDEON WELLS,
Secretary of the Navy.

To Commandants of Yards, Stations, &c.

CIRCULAR LETTER.

May 26, 1864.

"Painters, 1st class," is hereby substituted for "Painters' mates," and "Painters, 2d class," for "Painters," in General Order No. 36, issued on the 16th inst.

Very respectfully &c.,

GIDEON WELLS,
Secretary of the Navy.

To Commandants of Navy Yards and Squadrons.

CIRCULAR LETTER.

July 9, 1864.

The rate of captain of after guard was inadvertently omitted in General Order No. 36, issued on the 16th ultimo.

Each of the four rates will be allowed a captain of after guard at twenty-five dollars (\$25) per month.

Very respectfully,

GIDEON WELLS,
Secretary of the Navy.

To Commandants of Yards and Squadrons.

CIRCULAR LETTER TO THE COMMANDANTS OF NAVY YARDS.

March 11, 1869.

On the receipt of this letter you will have the within order carried out.

The executive officer of a yard ranks next to the commandant. All orders will be executed through him, and he will be held responsible that the directions of the commandant are carried out. The executive officer will also be held responsible for any orders he may give not authorized by the commandant.

All persons attached to the navy yards are directed to obey implicitly the orders of the executive officer who, under the direction of the commandant, will have immediate supervision of everything in the yard, and all work going on. The control hitherto given to naval constructors over the hauling of ships and their care, is revoked. These duties devolve on the executive officer, who will also exercise general supervision over the docking of ships. This order does not, however, relieve the constructor from the usual inspection he is required to make of ships laid up, or from the recommendations for their preservation, or from the superintendence he is to give in docking vessels, &c.

Very respectfully,

A. E. BORIE,
Secretary of the Navy.

CIRCULAR LETTER TO THE COMMANDANTS OF NAVY YARDS.

March 13, 1869.

Commandants of navy yards and stations will recognize all orders coming from Vice-Admiral Porter as orders from the Secretary of the Navy.

Very respectfully,

A. E. BORIE,
Secretary of the Navy.

CIRCULAR LETTER TO COMMANDANTS OF NAVY YARDS AND STATIONS.

March 15, 1869.

The regulations granting forty-eight hours' leave to commandants of navy yards and stations is revoked. Commandants will hereafter be allowed to take leaves of absence, not exceeding one week, without applying to the Department.

Very respectfully,

DAVID D. PORTER,
For Secretary of the Navy.

CIRCULAR LETTER TO COMMANDANTS OF NAVY YARDS.

March 22, 1869.

Watchmen at the navy yards are required to wear a uniform at all times when on duty. Uniforms to be Navy cap, blue coat, and blue pantaloons.

Very respectfully,

DAVID D. PORTER,
Vice-Admiral, for Secretary of the Navy.

CIRCULAR LETTER TO COMMANDANTS OF NAVY YARDS.

March 22, 1869.

Hereafter the officer in charge of equipment, in addition to his own duties, will perform those of inspector of tools, materials, and supplies. He will see that the number called for by contract is correct, and he will see also that they are of good quality, and that they are placed in the proper store and entered upon the books.

Very respectfully,

DAVID D. PORTER,
Vice-Admiral.

CIRCULAR LETTER TO THE COMMANDANTS OF NAVY YARDS.

March 24, 1869.

Four line officers belonging to the station under your command will constitute a permanent Board to examine into such charges as may be brought against foremen or laborers in the yard, or to investigate cases of men who claim that they have been unfairly dismissed from the yard for expressing their political sentiments.

The same Board will examine into the qualifications of foremen and other workmen, when it is proposed to employ them, and will call in such experts as they may deem proper.

All examinations will be conducted in a concise manner, but sufficiently full to enable the Department to judge of the merits of the case.

Finally, the Board will make a distinct recommendation in each case, so as to enable the Department to act without referring the papers back to the Board.

The officers in charge of the Departments of Ordnance, Equipment, and Navigation should perform this duty in addition to their other duties, and another line officer should be added, who should act as a member and also as a recorder of the proceedings.

All complaints received at the Department will be forwarded to the commandants of the several navy yards, who will submit them to the Boards for their action, and report to the Department.

Very respectfully,

DAVID D. PORTER,
Vice-Admiral.

CIRCULAR LETTER TO THE COMMANDANTS OF NAVY YARDS.

March 29, 1869.

The schedules of wages proposed to be paid to employés in the navy yards, as determined upon by the commandants, in conformity with the rates paid by private establishments, as the law requires, will not be made or submitted to the Secretary of the Navy, as has been done in some instances, but to the Bureaus. A separate schedule will be made for each department of the yard, and submitted to the appropriate Bureau. The Bureau will refer the schedule to the Secretary of the Navy for his revision and approval.

Very respectfully,

DAVID D. PORTER,
Vice-Admiral.

CIRCULAR LETTER TO THE COMMANDANTS OF NAVY YARDS.

March 29, 1869.

The act of Congress approved June 25, 1868, fixes the number of hours constituting a day's work of laborers, workmen, and mechanics in the employment of the United States.

The act of July 16, 1862, requires that the rate of wages of employés in navy yards shall conform, as nearly as is consistent with the public interest, to the rate of wages in outside establishments.

A fair construction of these acts requires that the navy yard wages per day should bear the same proportion to the wages per day of outside establishments that the navy yard working-day bears to a working-day of outside establishments.

Commandants of navy yards will, in their contracts for labor, be governed by this rule.

A. E. BORIE,
Secretary of the Navy.

CIRCULAR LETTER TO THE COMMANDANTS OF NAVY YARDS.

April 2, 1869.

SIR: The Board of Examiners at the navy yards under your command will be discontinued after the 15th instant, unless otherwise directed by the Department.

Very respectfully,

DAVID D. PORTER,
Vice-Admiral.

CIRCULAR LETTER TO THE COMMANDANTS OF NAVY YARDS.

April 3, 1869.

SIR: I herewith transmit blank forms of returns of naval, marine, and civil officers attached to the yards and stations, to be made monthly to the Department.

You will please have a return made on the receipt hereof, and a similar one made the first of each month thereafter.

A separate return will likewise be made of the clerks and writers, with rate of pay annexed, in each department of the yard or station.

Very respectfully,

DAVID D. PORTER,
Vice-Admiral.

CIRCULAR LETTER TO COMMANDANTS OF NAVY YARDS.

April 19, 1869.

SIR: The act of Congress approved June 25, 1868, constitutes eight hours a day's work for all laborers, workmen, and mechanics employed on behalf of the Government. While thus establishing the length of a day's work, Congress omitted to repeal the act of July 16, 1862, requiring the wages of employés in the navy yards to conform, as nearly as is consistent with the public interests, with those of private establishments in the immediate vicinity of the yards. Until these laws are repealed the Department must abide by them.

The Department has no authority to extend the hours of labor by making more than eight hours a day's work, but it has the right to employ mechanics, workmen, and laborers extra hours and to pay them pro rata for such extra labor.

While, therefore, necessity exists for extra labor you are at liberty to exercise your discretion in the matter, so as to assist the working classes and at the same time do justice to the Government.

Very respectfully,

A. E. BORIE,
Secretary of the Navy.

CIRCULAR LETTER TO THE COMMANDANTS OF NAVY YARDS.

April 26, 1869.

SIR: I beg leave to call your attention to the order about uniforms.

The Regulations require that all officers of the Navy on duty shall wear their undress uniform.

Sack coats are not to be worn on duty. The regulations will be strictly enforced.

Very respectfully,

A. E. BORIE,
Secretary of the Navy.

CIRCULAR LETTER TO THE COMMANDANTS OF NAVY YARDS.

May 3, 1869.

SIR: I herewith enclose instructions for chief engineers appointed as inspectors of machinery afloat, a copy of which you will furnish to each officer reporting to you from time to time, for duty in that capacity at the yard under your command.

Very respectfully,

DAVID D. PORTER,
For Secretary of the Navy.

CIRCULAR LETTER TO COMMANDANTS OF NAVY YARDS AND MEDICAL OFFICERS.

May 5, 1869.

SIR: The medical officers detailed by the Department to attend officers of the Navy and Marine Corps in * * * * will be required to attend those off duty as well as those on duty.

All officers in the Navy pay a certain sum monthly towards a hospital fund, and are not only entitled to attendance but to medicines.

Hereafter, where officers require medical assistance from the medical officer at any station it will be promptly given.

The law does not recognize the family of an officer, and it is presumed by some that the medical officer can decline to attend them. In the opinion of the Department this is a mistake in the law, and there would be evidently an impropriety in any medical officer declining such assistance. It would show an absence of those courtesies and amenities which should exist between the several grades in the Navy. The Department feels quite certain that its wishes in regard to this matter need only to be explained to be complied with.

Very respectfully,

A. E. BORIE,
Secretary of the Navy.

CIRCULAR LETTER TO THE COMMANDANTS OF NAVY YARDS.

May 6, 1869.

SIR: To avoid frauds which have heretofore been committed upon the Government in forging requisitions for money made upon the Department, you are requested to have blank books prepared and kept in your office, in which each requisition will be registered. A corresponding entry will be made at the bottom of the requisition, duly signed by your chief clerk.

Very respectfully,

A. E. BORIE,
Secretary of the Navy.

CIRCULAR LETTER TO THE COMMANDANTS OF NAVY YARDS.

May 7, 1869.

SIR: The Department has determined to appoint at each one of the principal naval stations a Rear-Admiral on the Retired List as port admiral and commander of station. This in no way conflicts with your duties, as his are separate and defined. The port admiral will inspect all vessels returning from cruise before they are turned over to

the navy yard to be dismantled, and will also inspect vessels before they go to sea and after they have been discharged from the yard. He will also receive and return the visits of foreign officers. He will have charge of the rendezvous, and also of the receiving-ship when she is lying in open roadstead, out of the precinct of the yard; all of which will be fully set forth in the Regulations soon to be issued from the Department.

You will order that a fourteen (14) oared barge, fully equipped, be kept at all times on board the receiving-ship for the use of the port admiral, and will have an officer designated to act as his aid when he is called upon to visit foreign vessels. The officers in charge of ordnance, equipment, navigation, and detail are always to accompany the port admiral when he inspects a vessel going to sea or returning from cruise, and will, for the time being, be under his immediate command. They will make their reports of inspection to him, and he will forward them to the Department.

Very respectfully,

DAVID D. PORTER,
For Secretary of the Navy.

CIRCULAR.

May 13, 1869.

SIR: The foremen of the different departments of the navy yards will not have the twenty per cent. deducted from their wages, as they are liable to be called upon before and after working hours, and their pay does not appear to be in excess of outside labor.

This order applies to quartermen when there are no foremen.

Very respectfully,

DAVID D. PORTER,
Vice-Admiral, for Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR LETTER.

May 19, 1869.

SIR: The Department is informed that certain officers of the Navy are wearing the uniform of a rank above them. Those officers ranking by order and the law of Congress "next after" certain grade will be considered as ranking with the next lower grades. For example, a staff officer ranking next after lieutenant will rank with master, and one ranking "next after" master will rank with ensign, and will wear in each case a corresponding uniform. Commanders of stations, navy yards, and squadrons will see this order carried out.

Very respectfully,

A. E. BORIE,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

May 24, 1869.

SIR: Under proclamation of the 19th inst. the President of the United States directed that from and after that date no reduction should be made in the wages paid by the Government, by the day, to laborers, workmen, and mechanics on account of the reduction of the hours of labor by the act of June 25, 1868, constituting eight hours a day's work, and you will govern yourself accordingly at the yard or station under your command.

The bell will be rung daily, Sundays excepted, for fifteen minutes, commencing at a quarter before eight in the morning, and every man must be at his work by eight o'clock, and must not leave it for any private purpose until the noon bell, to stop work, ceases to ring. The same rule will apply to the four hours commencing at one o'clock *p. m.* Fifteen minutes, during which the bell will be rung before eight and one o'clock, are considered ample time for the muster of the workmen.

Very respectfully,

A. E. BORIE,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

May 26, 1869.

SIR: You will not permit any person to enter the work-shops of the navy yard for the purpose of communicating with the foremen, mechanics, or laborers. No person visiting the yard will be permitted to enter the work-shops for the purpose of conversing with the employés on political matters, or anything that will interfere with their duties. You are at liberty to grant leave to persons to visit the public works, in which case you will direct that printed tickets be issued, which are to be returned when visitors leave the yard. You will send a proper person with them, who will

prevent their having any communication with the Government employés. You are also directed to discharge any person who neglects his work for the purpose of holding intercourse on private matters.

Very respectfully,

A. E. BORIE,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR LETTER.

May 28, 1869.

SIR: You will direct the inspectors of machinery afloat to have the boilers of all steam-engines that are laid up covered inside with a coating of fish-oil, which is to be removed from time to time, to prevent rust.

Very respectfully,

DAVID D. PORTER,
For Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

June 10, 1869.

Commandants of navy yards, while guarding the interests of the Government in the employment of workmen, and while excluding from the yard persons who would likely create political dissensions, should be careful to allow no person to be removed solely for his political opinions. Complaints frequently come to the Department from persons who assert that they have been so removed by the late administration. In all cases where the Department has satisfied itself that such has been the fact it has endeavored to remedy the evil by restoring the complainants to their positions.

To enable it to do full justice, the Department hopes that the commandants of yards will closely investigate all complaints of this kind that come before them. It is desirable to restore all those who have been heretofore removed from the yards on account of their political opinions.

By direction of the Secretary of the Navy.

Very respectfully,

DAVID D. PORTER,
Vice-Admiral.

To Commandants of Navy Yards.

CIRCULAR.

June 10, 1869.

SIR: Hereafter commandants of navy yards will be careful that no foreign officers, civilians, or native citizen be allowed to examine into any plans, models, inventions, or vessels of peculiar construction, great guns, small-arms, &c., without special permission from the Secretary of the Navy. Nor will any officer be allowed to furnish any plans of the above, or of yards or stations, without special authority from the Department.

By direction of the Secretary of the Navy.

Very respectfully,

DAVID D. PORTER,
Vice-Admiral.

To Commandants of Yards.

CIRCULAR.

June 22, 1869.

SIR: The pay of clerks and writers at navy yards can neither be increased or reduced, except according to the appropriations, without special authority from the Secretary of the Navy.

Very respectfully,

A. E. BORIE,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

June 23, 1869.

SIR: After July 1st working hours will commence at navy yards and stations at 7 A. M. and at 1 P. M., mustering to take place twenty minutes before.

Very respectfully,

A. E. BORIE,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

June 24, 1869.

SIR: At all sales of Government property by an auctioneer there will be a line officer of the Navy present, who will see that justice is done to the Government.

Very respectfully,

A. E. BORIE,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

July 8, 1869.

SIR: The order of June 23, fixing the working hours in the various yards and stations, is hereby revoked. The order of May 24, regulating the subject, will stand with this modification: that the ringing of the bell will commence at such time, not exceeding fifteen minutes before the time of commencing work, as may, under the circumstances at each yard or station, be found by the commandant thereof necessary to secure to the Government the full term of eight hours per day. Care should be taken to establish such rules in this respect as will insure justice to the Government, with no unnecessary inconvenience to the workmen.

The mustering of the workmen after the expiration of the hours of labor will be dispensed with.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

July 10, 1869.

SIR: The General Order of the Department, No. 132, dated June 18, 1869, was inadvertently issued, and is revoked.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

July 10, 1869.

SIR: General Order No. 121 is so far modified that paymasters in making deposits coming under the cognizance of the various Bureaus, will transmit the duplicate certificate of deposit directly to the Bureau. Whenever said deposits arise from the proceeds of sales, an account of the same will accompany the certificate, to be filed in the Bureau.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

July 24, 1869.

SIR: Hereafter no vessel will be allowed to repair in a dry dock or on a floating dock when the repairs will require over eight days, without special authority from the Secretary of the Navy.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

July 28, 1869.

SIR: Heretofore boats have been fitted as steam-launches; they must hereafter be steam-cutters, quite distinct from the steam-launch. What is required is a light-built, strong boat, to be used for dispatch and for towing other boats, and with the bows wide enough to carry a small howitzer in case of necessity.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

July 28, 1869.

SIR: Navy yards in their organization assimilate to ships-of-war. The senior line officer present is always in command: and the fact that an officer is on ordnance,

equipment, or navigation duty at the yard does not prohibit him taking command, if his rank entitles him to it, in the absence of the commandant.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

August 5, 1869.

SIR: Have speaking-tubes fitted to each mast to lead into the tops of all vessels; also a small gong to attract attention.

Very respectfully,

DAVID D. PORTER,
Vice-Admiral, for Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

August 31, 1869.

SIR: The employés at the navy yards and stations on per diem pay will hereafter be paid their wages twice a month, viz., on the 10th and 25th of each month, except when those days fall on Sundays or holidays, in which case payment will be made the next working day following.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

September 13, 1869.

SIR: In fitting out vessels of the first and second class hereafter the bulkhead between the first and second ward-rooms will not be put up. There will be one apartment with the same number of rooms as were included in the two.

Very respectfully,

DAVID D. PORTER,
Vice-Admiral.

To Commandants of Navy Yards.

CIRCULAR.

September 14, 1869.

SIR: No vessel will be reported ready for her officers and crew until she is thoroughly prepared in every respect. The mechanics of the yard must have finished with her as far as can be ascertained. She must be rigged, apartments furnished, painted throughout, paint thoroughly dry and hard, coaled before painting, machinery in order and thoroughly tested, all the spare articles put on board and in their places, and everything else put on board that can be done without the presence of the officers of the vessel.

When this is done, the ship must then be cleaned up and reported to the Department as ready for her officers and crew.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

October 2, 1869.

SIR: You will give instructions to the paymaster of the yard under your command that hereafter apprentice boys shall sign their accounts in the same manner as do the other employés of the yard.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

October 6, 1869.

SIR: In making schedules for quarterly pay based on outside rates no increase will be put down in it for "superintendents," "watchmen," "bell-ringer," and such other employments as the rates of pay cannot be properly ascertained outside. If it is intended to recommend any of these rates for an increase of pay, which cannot be ascertained properly outside, it will be done by an accompanying letter, the schedule remaining unchanged from the current date.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

November 9, 1869.

SIR: Hereafter a certain portion of each receiving-ship will be fitted up, and will be particularly devoted to the comfort of men who may be considered sick enough to be sent to the hospital.

No seaman, ordinary seaman, landsman or marine will be sent to the hospital except under extraordinary circumstances, of which the commandant of the yard or station will be the judge, until his case is referred to the Bureau of Medicine and Surgery for its decision. Commandants of yards and stations should ascertain for themselves that the receiving-ships possess all the comforts necessary for the sick, and when the ships do not possess them they will report the fact to the Department.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

LETTER.

November 25, 1869.

SIR: There will be authorized and established at each navy yard a gang of men to be known as the "ordinary." This gang will be under the immediate control of the executive department of the yard. An officer will be detailed by the Department from among the lieutenant commanders or lieutenants attached to and living within the yard, to have charge of the gang, under the direction of the commandant. This officer will be known as the "ordinary officer." This gang will be required by the ordinary officer, under the direction of the executive. It will be quartered in the yard, or on board of some vessel in ordinary thereat; the commandant to recommend for approval the place or vessel to be used for this purpose. The men will be hired by the month; their pay will be twenty dollars (\$20) per month and a ration or its equivalent in money. The duties of the gang will be those of taking care of all vessels not in commission, mooring and unmooring, and moving and securing, masting and dismasting, stowing and discharging vessels when not in commission. They are also to be used as a part of the fire department, and for such other duties as may be proper, and for which men in the different departments are not available. Their presence or absence will be regulated by the commandant so as never to leave the yard without a sufficient number to perform the duties required. Their names will be borne upon the rolls of Yards and Docks, and their pay will be estimated for by that Bureau, which will also furnish them hammocks, cooking and mess utensils, and fuel. They are to be selected, so far as possible, from men who have served faithfully as seamen and petty officers in the navy, and who are of good character and still sufficiently active for the duties required.

You will inform the Department how many "ordinary men" will be required in your yard, which number will not be varied from without the order of the Department.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

December 2, 1869.

SIR: I enclose herewith a plan of torpedo-pole, to be applied to all vessels fitting out. A hole and plate is to be fitted to the stem of each steam-vessel hereafter fitted out, and after the apparatus has been fitted to ascertain that it works properly, it will be unshipped and stowed on board in a secure place, so that a ship will be provided with proper torpedo apparatus whenever it may be required for use. The torpedo-pole is to be made of tough pine, and is to be 25 feet in length. The end of the pole will be fitted to the torpedoes when they are furnished to the vessel.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

December 3, 1869.

SIR: Herewith I transmit 150 blanks, which you will please forward to the paymaster of the yard under your command, directing him to use them for requisitions upon the different Bureaus for money, and to keep himself supplied with the same by application to the Bureau of Provisions and Clothing. In using these blanks the paymaster will be required to enter upon them, for the information of the Bureau upon which the requisition is drawn, a complete statement of the amounts expended during the preceding month and on hand at the date of the requisition, under its

several appropriations, whether money is required under every appropriation or not. When requisitions for money are made to cover the amount of enclosed public bills it is not necessary that these blanks be used.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

December 10, 1869.

SIR: So much of the circular of the 27th instant, establishing an "Ordinary," as refers to their pay, &c., by the Bureau of Yards and Docks, is for the present, and until an appropriation is obtained by that Bureau, so far modified that the men's names will be borne upon the equipment rolls, and they will be paid from the appropriation "Equipment of Vessels." In case where they draw rations instead of commuting (which, however, must be done by all or none of the gang at any navy yard), the ration will constitute a transfer from the Bureau of Provisions and Clothing to Equipment and Recruiting, and will be settled between those Bureaus.

The necessary time and muster reports should be made by the officers in charge of the ordinary to the equipment officer, to enable the latter to certify to his pay rolls, but the men will not by this constitute any part of the equipment force in the yard, or be under the supervision of the equipment officer.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

December 22, 1869.

SIR: Enclosed please find forms A to G, inclusive, reports of number of men discharged and employed, which will hereafter be filled *monthly* by the various departments to which they belong, and sent to the Department.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

December 22, 1869.

SIR: The Department has issued a signal-book, which will be the Signal Book of the Navy. You will observe the change of flags, and will establish them in the fleet under your command or on your station; and you will be careful to have the new signal-books weighted with lead, and have the old ones returned to the Bureau of Navigation by a safe opportunity. The number of each ship is printed in the appendix, and the night-signals will conform thereto.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

December 31, 1869.

SIR: The pay of "ordinary men" will be thirty dollars (\$30.00) and a ration, instead of twenty dollars per month and a ration, from this date.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

December 31, 1869.

SIR: Complaints are made by commanding officers of vessels abroad of the inferior class of men that are shipped in the Navy. With the present inducements held out by the service there should be no difficulty in obtaining the best men; and you will please call the attention of recruiting officers to the necessity of exercising great care in the selection of recruits, and of giving the preference to men "honorably discharged" and those holding "continuous-service certificates."

The class of landsmen who have lately been introduced into the Navy are very inferior, both in character and physique, and the Department would like to see an improvement in this respect.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Port Admirals.

CIRCULAR.

January 10, 1870.

SIR: Hereafter, no article sold at auction in the navy yards will be permitted to pass out the gate without a written order from the executive officer or his assistant.

No property will be passed out of a navy yard at any time without the pass being carefully examined by the marine officer in charge of the public gate. The commandant will designate what officers in the yard will be authorized to sign a pass.

The permission should be confined to the constructor, chief engineer, medical officer, executive officer, and his assistants.

This permission should be granted to no other officers, and to only such of the above mentioned as the commandant may think proper.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

January 29, 1870.

SIR: So far as herein directed, the executive officer of the navy yard under your command will assume the same relation to the Bureau of Yards and Docks that is now held by the officers in the various other Bureau departments of the yard, and will, as executive officer of the yard, continue to direct the ordinary details of operations, transportation &c.

In the purchase of horses, oxen, wagons, and other open purchases of the Bureau of Yards and Docks, the executive officer will see that they are made as advantageously as possible to the interests of the Government. He will also look to the muster of the men on the pay rolls of the Bureau of Yards and Docks, either personally or by attendance of a responsible assistant, and will sign the pay rolls and regard himself as controlling the labor of the men employed, and aided by his assistants see that the Government receives a fair amount of labor during working hours. In all cases where individuals are found skulking from labor they will be discharged, and not again employed in the navy yard.

The civil engineer, as heretofore, will make requisitions, expenditures, plans, drawings, and estimates of all intended improvements, giving his personal attention to their erection. Where plans, drawings, and estimates are asked by the Bureau, the civil engineer will present them to you directly, for forwarding; in all other cases the correspondence of the Department of Yards and Docks will be made through you to and from the executive officer, or by you.

The civil engineer will recommend to the executive officer the employment of such forces and individuals from time to time as he thinks advantageous to the public interests.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

February 16, 1870.

In consequence of the improper proceedings of the firm of Francis H. Smith & Co., of New York, as disclosed by a Board of Investigation, there will be no further dealings with them by the yard under your command.

Very respectfully,

GEO. W. ROBESON
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

March 3, 1870.

No rooms hitherto called "sweat boxes" will be allowed on board of any vessel of the Navy, but each ship will have a proper place in which to secure persons sentenced to be confined according to law.

No room for this purpose will be smaller than a state-room allowed a ward-room officer in a sloop-of-war.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

June 23-4, 1870.

General Order No. 155 is hereby suspended until further orders.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

July 30, 1870.

In the future Government houses intended for line officers attached to navy yards will be assigned, as they become vacant, to the officer senior in rank not already provided with one.

This does not apply to houses now occupied by naval constructors or warrant officers.

Very respectfully,

GEO. M. ROBESON,
*Secretary of the Navy.**To Commandants of Navy Yards.*

CIRCULAR.

October 19, 1870.

The letter of the Department, under date of September 1, modifying the order of May 15, 1869, which defines the duties of Bureaus, is hereby modified so as to authorize the Bureaus requiring extra teams or transportation for, or in the navy yard, to hire such and pay for their use.

The order in regard to the use of teams belonging to the navy yards must be understood to require an equal distribution of them, so far as is possible, among the several departments, so as to prevent any undue charge and express upon any one of them.

Very respectfully,

GEO. M. ROBESON,
*Secretary of the Navy.**To Commandants of Navy Yards.*

CIRCULAR.

November 8, 1870.

Clerks or others in the Department are not to give information regarding the business, correspondence, or action of the Department, or information or advice as to vacancies to be filled, or that may be likely to occur, or as to appointments to be made.

Any violation of this order by any person employed in the Department will be regarded as a just cause for his removal.

GEO. M. ROBESON,
Secretary of the Navy.

CIRCULAR.

November 9, 1870.

The monthly report of work going on in the steam department of the yard will hereafter be made to the chief of that Bureau only, not to the Secretary of the Navy.

Very respectfully,

GEO. M. ROBESON,
*Secretary of the Navy.**To Commandants of Navy Yards.*

CIRCULAR.

November 18, 1870.

Before any purchase is made in open market, as provided for in General Order No. 134, of July 27, 1869, the requisition for the same must be submitted to the proper Bureau for approval.

Very respectfully,

GEO. M. ROBESON,
*Secretary of the Navy.**To Commandants of Navy Yards.*

December 30, 1870.

Official correspondence between subordinate officers at a navy yard or station is contrary alike to usage and propriety.

Instances have come to the knowledge of the Department in which subordinate officers in a navy yard have made official reports in writing to another subordinate, and such reports have been forwarded to the commandant. These irregular proceedings can only lead to a divided responsibility, which would be unmitigated, and to confusion instead of method in the conduct of duty, and are therefore prohibited.

Very respectfully,

GEO. M. ROBESON,
*Secretary of the Navy.**To Commandants of Navy Yards.*

CIRCULAR.

January 21, 1871.

The circular of December 10, 1869, in relation to the Ordinary, is so far modified that the men of the gang may commute their rations when permitted to do so by the commandant of the yard.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

January 23, 1871.

On and after the 1st proximo be pleased to forward to the Department monthly a list, giving the names of the master workmen, foremen, quartermen, and leading men of the various departments of the yard under your command, including the date of their appointment and the amount of their pay.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards and Stations.

CIRCULAR.

December 9, 1871.

Be pleased to forward to the Department a list of the clerks and writers employed in the navy yard under your command, with the dates of their original appointments as such.

Hereafter, in forwarding the monthly list of clerks and writers be pleased to have the dates of appointments given thereon.

Very respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

March 4, 1872.

The order of January 29, 1870, placing the Department of Yards and Docks in the various navy yards under the special charge of the executive officer of the yard, is hereby revoked. Hereafter the civil engineer in the navy yard will reassume his relations to the Bureau of Yards and Docks, and to the commandant of the yard, as if such order had not been made.

Respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Yards.

November 15, 1872.

SIR: In ordering officers to their domicile, or when relieving them on "waiting orders," the "Office of Detail" will be guided by the following considerations:

An officer who has been under orders full three years from the date of issue to the date of detachment from a sea-going vessel may be given orders to return to his domicile. If on sea duty for a less time, or if detached after any length of service from any other sea duty, he will be placed on "waiting orders," unless he be on a foreign station or at Key West, in which cases, if detached without application to be relieved before the usual period, he will be ordered to his domicile. An officer on duty ordered thence for examination, to a court-martial, or on other temporary duty, will on its completion be ordered to return and resume his duties. If on leave and ordered as above, he will, when the temporary duty is performed, be placed on "waiting orders."

Special cases, where it is thought that traveling expenses should properly be allowed, will be referred by the Office of Detail to the Secretary of the Navy.

Respectfully, &c.,

GEO. M. ROBESON,
Secretary of the Navy.

Commodore DANIEL AMMEN, U. S. N.,
Chief of Bureau of Navigation.

CIRCULAR.

December 16, 1872.

The circular of May 18, 1872, in relation to punishment by bread and water diet, will be considered as mitigating the sentences of all prisoners now in confinement and sentenced to such punishment by either a general or summary court-martial for

a longer period than that specified in the order. They will, therefore, be allowed full rations every sixth day, and also full rations from the twenty-third of December to the third of January next.

Respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

May 8, 1873.

Hereafter, forms "A" to "G," report of men employed and discharged, will not be required to be sent to this Department. Such reports will be made to the Bureau.

Respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

August 16, 1873.

Receiving-ships at navy yards, flying the flag of commandants thereof, will be allowed a steward and cook to commander-in-chief as flag-ships.

Respectfully,

WM. REYNOLDS,
Act'g Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

July 10, 1874.

Commandants of navy yards and stations must reduce the expenditures of coal by tugs. Not more than one tug will be in constant use at any navy yard, and the utmost economy in the consumption of coal must be always maintained.

GEO. M. ROBESON,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

August 5, 1874.

When the U. S. S. Dispatch, with the Naval Committee of Congress on board, visits the station under your command, the salute to be fired will consist of nineteen (19) guns, in accordance with Regulation Circular No. 5.

Respectfully,

WM. REYNOLDS,
Act'g Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

August 13, 1874.

In relation to granting leave to officers at navy yards, the Department relies upon the commandant to see that such indulgence is not abused. The period fixed by the "Regulations" of 1865 is to be considered as the general limit, not to be exceeded unless in cases of necessity.

WM. REYNOLDS,
Act'g Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

August 18, 1874.

Until otherwise directed, the expense attending the moving and securing of ships at navy yards, except as provided for by the circular of Bureau of Equipment of May 1, 1874, will be borne by the Bureaus as follows:

Dockage, by Bureau of Construction, as at present. On other occasions, by the Bureau or Bureaus for whose purposes the ship is moved or secured. For instance, for trials of machinery, by Bureau of Steam Engineering; for fitting out, by all the Bureaus concerned.

WM. REYNOLDS,
Acting Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

August 28, 1874.

On and after the first of October next, the house heretofore occupied by the equipment officer will be occupied by the officer who is the senior aid to the commandant of the yard.

WM. REYNOLDS,
Acting Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

September 1, 1874.

The Regulation Circular of the Department, to commandants of navy yards and stations, of date August 13, 1874, is to be considered as referring to paragraph 1083, Navy Regulations, 1865, and its amendment in Regulation Circular No. 1, August 1, 1865.

WM. REYNOLDS,
Acting Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR.

August 10, 1875.

When prisoners under sentences of courts-martial are delivered or received at a navy yard or station and the commandant has received no instruction respecting the disposition to be made of them, he will, without delay, report the case to the Department.

No sentence of a general court-martial, requiring the action of the Department, will be carried into effect without instructions from it, otherwise than by the simple confinement of the prisoner until such instructions have been received.

DAN'L AMMEN,
Acting Secretary of the Navy.

To Commandants of Yards.

March 27, 1877.

SIR: Officers of the Marine Corps are on the same footing in relation to brevet rank as officers of the Army. After the receipt of this order no officer while on duty will wear the uniform other than that of actual rank, and no officer shall be addressed in orders or official communications by any title other than that of his actual rank.

Very respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To Commandant U. S. M. C.

April 3, 1877.

SIR: Your communication of the 31st ultimo, enclosing a description of certain changes in the uniforms of officers of the Marine Corps, made, as stated, in pursuance of verbal authority from the late Secretary of the Navy, also a description of proposed uniform for the colonel commandant of the corps, all of which you ask the Department to confirm and authorize, has been received.

The Department would prefer that all additions, changes, and alterations in the matter of uniforms for the officers or men of the Marine Corps which are proposed should be referred to a suitable board of officers of the corps, and their report and recommendation submitted for the action of the Secretary of the Navy.

Very respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To Commandant U. S. M. C.

CIRCULAR.

April 7, 1877.

The circular of May 16, 1872, regarding shipments overland to California is so far modified that when shipments are to be made from Washington they will be transferred to the Army Quartermaster here, who will forward them in accordance with existing arrangements.

J. C. HOWELL,
Acting Secretary of the Navy.

Colonel Commandant U. S. M. C.

April 21, 1877.

SIR: The Department hereby authorizes the adoption for use in the Marine Corps of the cartridge-box, bayonet-scabbard, and frog used in the Army, also the abolishment of the cross-belt now worn; and approves of the cartridge-box and bayonet-scabbard being attached to the cross-belt, as recommended by the board, whose report was transmitted and approved by you on the 6th instant.

Very respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To Colonel Commandant U. S. M. C.

May 14, 1877.

SIR: You will please furnish this Department, as soon as practicable, with a statement of all allowances for extra duty and for commutation of rations, fuel, and quarters paid to enlisted men of the Marine Corps (privates or non-commissioned officers or musicians) since January 1, 1869, specifying the kind of duty charged and allowed in each case, the name of the officer who required such duty or service, and the place where the duty was performed, and the name of the officer of marines by whom such bill was allowed or approved. Meantime you will take and cause notice to be given to the officers of the corps under your command that in future no extra allowance of any description, and no pay for the performance of any extra duty or service, will be made or approved in the case of any enlisted man of your corps.

Respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To Colonel Commandant U. S. M. C.

June 22, 1877.

SIR: The report of the Board recommending the adoption of the Army shoes and blankets as the standard samples for use in the Marine Corps is hereby approved.

Very respectfully,

R. W. THOMPSON,
Secretary of the Navy.

Colonel Commandant U. S. M. C.

July 3, 1877.

SIR: The Department has reconsidered the subject of its letter of the 14th of May last, addressed to you, that is, extra pay under allowances to enlisted men of the Marine Corps.

In view of the analogy of the Marine Corps to the Army, especially as to the matter of pay and allowances, and the fact that long usage and practice has given to the non-commissioned officers, musicians, and privates of the Marine Corps the same extra pay and allowances as are received by like grades of infantry in the Army, the Department revokes so much of its letter of May 14 as forbids such extra pay and allowances.

Very respectfully,

R. W. THOMPSON,
Secretary of the Navy.

Colonel CHAS. G. MCCAWLEY,
Commandant U. S. M. C.

CIRCULAR.

July 3, 1877.

The Department transmits herewith a tabulated statement, showing the pay, &c., of the employés of the several Bureaus at the navy yard under your command under appropriation "Civil Establishment, 1878." Please direct that the monthly requisitions for funds under this appropriation be made direct upon the Secretary's office, in one amount, instead of the several Bureaus as heretofore.

Respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

July 17, 1877.

Referring to Department's Circular No. 2, June 30, 1877, page 2, paragraph 7, read 50 cents per day instead of 20, as printed.

Respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To Commandants of Yards.

July 5, 1877.

SIR: The commandant of the Marine Barracks at the Washington navy yard, in such an order on the 29th ultimo, considering what is improperly described as a marine summary court-martial. Your official approval is attached to the proceedings of that court in the case of private A. W. Richardson.

This Department has this day informed Major Heyward that there is no tribunal known to the law as a marine court-martial.

You will please see that this decision of the Department is made known to all commandants of marine barracks and to all commissioned officers of your corps.

Very respectfully,

R. W. THOMPSON,
Secretary of the Navy.

Colonel Commandant Marine Corps, Washington, D. C.

August 18, 1877.

You will be pleased to appoint a local or special board at the yard under your command, to be composed of a member of the Pay Corps, a line officer, a member of the Medical Corps, a boatswain, and a sail-maker, for the following purposes: To examine all clothing, material for clothing, bedding, &c., now on hand in the Pay Department. To condemn all unfit for issue and to recommend the disposition thereof. To suggest the value to be set on all for issue, giving also current price of the same in open market.

The result of the proceedings of the Board, with its suggestions, will be submitted to the Department.

Respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

October 25, 1877.

The working hours in the several navy yards may be as follows:

From March 21 to September 21, 7 A. M. to 6 P. M.

From September 22 to March 20, 7.40 A. M. to 4.30 P. M., with the usual intermission of one hour for dinner. This regulation is not designed to carry with it any present reduction of pay.

Respectfully,

R. W. THOMPSON,
Secretary of the Navy.

CIRCULAR.

August 6, 1878.

With a view to obtain an approximate estimate of the value of all the property belonging to the Navy at the several navy yards, you will cause to be made an inventory of such as pertain to the yard under your command, embracing the following items:

1. The number of acres of real estate, and value.
2. The number of buildings, their size, uses, and value of such.
3. The quantity and character of machinery designed for use at the yard, and value.
4. The quantity and character of machinery not designed for use at the yard, and value.
5. The number and character of boilers not in use, new and old.
6. Docks, their dimensions, character, and value.
7. The quantity and character of materials on hand pertaining to steam engineering, and value.
8. The quantity and character of materials on hand pertaining to construction and repair, and value, stating the quantity and value of each kind of timber separately.
9. The quantity and character of materials on hand pertaining to equipment and recruiting, and value.
10. The quantity and character of materials on hand pertaining to ordnance, and value.
11. The quantity of whatsoever is on hand pertaining to provisions and clothing, and value.
12. The quantity and character of old materials on hand, and value.
13. The character and value of all other personal property not included in either of the foregoing items, such as horses, cattle, wagons, tools, furniture, &c.

You will exercise your own discretion as to the manner of making this estimate, calling such officers of the yard to your assistance in making the appraisement as you may think proper. It is desirable that it should be done with as little delay as possible, and, when completed, you will forward it to the Department.

Respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

August 14, 1878.

The clerks and writers at the navy yards paid out of the appropriation for the Civil Establishment will be regarded as *salaried* instead of *per diem* employés.

Respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

August 27, 1878.

The clerks and writers at the several navy yards and stations, paid from the civil establishment, being salaried instead of *per diem* employés, will be paid until further orders the salaries fixed by circular of the Department of June 26, 1877; the pay for each quarter being one-fourth of this annual pay.

Respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

September 21, 1878.

As telegraphed to you this morning, the change in the working-hours, which goes into effect on the 22d instant, will not involve any reduction of pay. The employés will be paid the same as if they could work the full length of time that the working-hours in the spring and summer permit them to do.

Very respectfully,

R. W. SHUFELDT,
Acting Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

October 3, 1878.

To preserve uniformity in making out the quarterly schedule of wages at the navy yards, it is hereby ordered that there shall be four rates of pay provided for in said schedule. This order to take effect from the 1st instant.

Very respectfully,

R. W. SHUFELDT,
Acting Secretary of the Navy.

To Commandants of Yards.

CIRCULAR LETTER.

October 26, 1878.

Referring to the Department's letter of August 6 last, you will please furnish the Department with a statement of the value of the grounds and buildings of the naval hospital at the station under your command, and of all other public property belonging thereto; also a statement of the value of the grounds and buildings of the Marine barracks and property belonging thereto.

Very respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To Commandants of Yards.

CIRCULAR.

June 3, 1879.

It is the desire of the Department that the commandant of the Marine Corps, when upon an official visit, shall receive the same salute as is prescribed by the Navy Regulations, page 12, par. 17, for Chiefs of Bureaus of the Navy Department.

Respectfully,

R. W. THOMPSON,
Secretary of the Navy.

SIR: Enclosed you will find a copy of a communication from the commandant of the navy yard at Boston, Mass., in relation to an order issued by you and addressed to him on the 17th inst., which order does not bear the approval of the Secretary of the Navy.

Communications from the headquarters of the Marine Corps to the commandant of a navy yard which are in the form of an order, as this was, should first be approved by the Secretary of the Navy, or be issued by his direction.

Very respectfully,

WM. N. JEFFERS,
Acting Secretary of the Navy.

To the Commandant of Marine Corps.

June 16, 1880.

SIR: Hereafter minor orders from headquarters, such as transfer of men from one station or from one vessel to another, &c., need not be sent to the Secretary of the Navy for approval, but can be issued as by direction of the Secretary.

Very respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To the Commandant of the U. S. Marine Corps.

June 23, 1880.

You will please give the "Fish-Hawk," or other vessels of the U. S. Fish Commission, such accommodations as can be spared, and render any required assistance in the way of furnishing coal, making necessary repairs, &c., the bills for the same to be receipted by the commanding officer of the vessels and transmitted to Professor Spencer F. Baird, U. S. Commissioner of Fish and Fisheries, for payment.

Very respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To Commandants of Yards.

ORDER.

June 28, 1880.

The subject of clerical and messenger duty in the U. S. Marine Corps having been submitted to this Department, the following is hereby to take effect from and after July 1, 1880:

1. The whole number of enlisted men *permanently* so employed in the offices of the U. S. Marine Corps, viz:

Office of Colonel Commandant,
Office of Adjutant and Inspector,
Office of Quartermaster,
Office of Paymaster, and

Office of Assistant Quartermaster, Philadelphia,
shall not be more than twelve, subject to the detail by the colonel commandant, and to the orders of the chiefs of the respective offices.

2. The men so detailed will be allowed the following rates of commutation of rations, quarters, and fuel, and the extra pay per diem, viz:

Rations: 1 at \$1.00 per day.

8 at .75 "

3 at .50 "

Quarters: 6 at \$21.00 per month.

3 at 10.00 " "

3 at none.

Fuel: 6 at \$9.00 per month.

3 at 8.00 " "

3 at none.

Extra pay, Sundays included: 6 at 35c. per day.

3 at 20c. "

3 at none.

3. Whenever quarters are *available* at one of the stations of the U. S. Marine Corps, quarters and fuel will not be commuted, but furnished in kind.

4. The Quartermaster U. S. M. C. is hereby directed to retain from each respective appropriation an amount sufficient to make these payments monthly during each fiscal year.

5. All orders or authority heretofore given which may conflict with the provisions of this order are hereby revoked.

R. W. THOMPSON,
Secretary of the Navy.

To the Commandant U. S. M. C.

December 16, 1880.

SIR: You are authorized to order the expenditure, from any appropriation for the support of the Quartermaster's Department of the Marine Corps, of a sum not exceeding five hundred dollars, at any one time, without referring the matter to the Department.

Very respectfully,

R. W. THOMPSON,
Secretary of the Navy.

To the Commandant of the U. S. Marine Corps.

December 29, 1881.

SIR: Your letter of the 16th instant, enclosing deficiency estimates for forage, clothing, contingencies, transportation, and recruiting, and also requesting authority to create a deficiency, and the latter appropriation for the present fiscal year, has been received. For the reasons stated in your letter, you are authorized to incur an expenditure on account of transportation and recruiting for an amount not exceeding three thousand dollars. The deficiency estimates have been referred to the Secretary of the Treasury, to be submitted to Congress.

Very respectfully,

ED. T. NICHOLS,
Acting Secretary of the Navy.

Col. C. G. McCawley, U. S. M. C.,
Commanding Marine Corps, Washington, D. C.

May 11, 1882.

SIR: Your letter of the 4th inst., in relation to the recruiting service of the Marine Corps, has been received. You are authorized to establish recruiting rendezvous at such places as in your judgment the necessities of the service may require for the enlistment of men for the Marine Corps. You will detail such officers and men as may be required from time to time for this service, and will issue instructions for renting offices and in relation to other necessary expenses of recruiting.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Colonel Commandant CHARLES G. McCawley,
Headquarters Marine Corps, Washington, D. C.

CIRCULAR TO NAVY YARDS AND BUREAUS.

May 11, 1882.

The Board of Inspection established by Circular No. 1, of June 22, 1877, is abolished by General Order No. 293, issued on the 30th of March last, and until otherwise ordered the provisions of the latter will be observed in the matter of inspecting materials. The Department will consider the question of adopting some new regulation on the subject.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

May 24, 1882.

SIR: The order of the commandant of the Marine Corps detailing officers for service can hereafter be issued "by direction of the Secretary," in the same manner as is now done in regard to the enlisted men.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Col. C. G. McCawley,
Commandant Marine Corps, Washington, D. C.

August 23, 1882.

The third section of the naval appropriation bill, approved August 5, 1882, provides that no officer of the Navy whose pay is therein appropriated for "shall be employed on any shore duty after October 1, 1882, unless the Secretary of the Navy shall determine that the employment of an officer on such duty is required by the public interests, and shall so state in the order of employment, and also the duration of such service, beyond which time it shall not continue."

The Department has under consideration the subject of the employment of officers on "shore duty," and to enable it to carry out the letter and spirit of the act quoted desires you to submit, as soon as practicable, a report of the number of officers of the Navy and Marine Corps, of all grades, the employment of whom at the station under your command after the 1st of October next will be advantageous to the public interests.

In preparing this list you will be governed by the plain intent of the law that officers are not to be placed upon nominal duty at shore stations for the purpose of allowing them increased pay; but you will also bear in mind the fact that when useful employment is furnished, the tendency is to improve officers professionally by the opportunities afforded for keeping pace with the frequent changes and rapid progress being made in the appliances for modern naval warfare, and by the additional *esprit*

de corps engendered, both of which are of direct and positive benefit to the service and country. It is desirable that you consider these points fully before reporting, that the Department may have the benefit of your matured judgment in this matter.

J. G. WALKER,
Acting Secretary of the Navy.

To Commandants of Navy Yards and Stations.

CIRCULAR LETTER.

October 10, 1882.

The board of which Commodore A. A. Semmes is president has been directed to examine and report upon the naval vessels at the several navy yards and stations, in accordance with section 2 of act of August 5, 1882. You will furnish this board with all proper facilities for the performance of its work while within the limits of your command.

Very respectfully,

J. G. WALKER,
Acting Secretary of the Navy.

Commandants of Yards.

March 16, 1883.

SIR: Referring to your communication of the 27th of November last, relating to the appointment of post traders, &c., I have to inform you that a post trader may be allowed for each command of marines stationed at a navy yard or barracks, who shall be appointed by the Secretary of the Navy, upon the recommendation of the Council of Administration, approved by the commanding officer of marines and the commandant of the station. The appointments of Councils of Administration and their duties, and the duties of the post trader, will be regulated as far as practicable by the provisions of the Army Regulations. In the transaction of their business post traders shall be governed by such general instructions as may be issued for that purpose by the commandant of the corps, but they shall not be permitted to have, keep, or sell spirituous liquors.

I enclose for your information copies of communications of the Adjutant General of the Army relative to General Orders No. 24, from the headquarters of the Army, dated February 22, 1881.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Col. Commandant CHAS. G. McCAWLEY,
Headquarters Marine Corps, Washington, D. C.

CIRCULAR LETTER.

March 23, 1883.

The Department confirms its telegram to you of the 20th inst., which was in the following words: "Continue the present eight hours of labor until otherwise ordered."

The hours of labor should be from 8 to 12 M. and from 1 to 5 o'clock P. M.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Commandants of Yards.

CIRCULAR LETTER.

March 31, 1883.

Continue to pay wages according to present schedule until further orders.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Commandants of Yards.

CIRCULAR LETTER.

June 23, 1883.

Enclosed for your information is a copy of a letter to the Chiefs of the Bureaus of the Department.

You will make such suggestions to the various Bureaus as you deem appropriate, for carrying out the purpose expressed in that letter.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Commandants of Yards.

CIRCULAR LETTER.

July 5, 1883.

Referring to the Department's letter of June 23, to the various Bureaus relative to the re-organization of the Navy, a copy of which was sent you for your information, your attention is again directed to the suggestions therein made looking to the reduction of the force of clerks and writers.

You will please communicate either to the appropriate Bureau or to the Department immediate recommendations under this head, without delaying in order to complete your recommendations for other reductions.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Commandants of Yards.

CIRCULAR LETTER.

October 25, 1883.

It appears that paragraph 17, page 119, of the Navy Regulations of 1876, requiring all reports of surveys on account of temporary disability to be forwarded to the Bureau of Medicine and Surgery, is not always observed by commandants of navy yards. In future such officers will be careful to comply with the requirements of the regulation.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Commandants of Yards.

CIRCULAR LETTER.

December 10, 1883.

Your attention is called to sections 3709, 3718, and 3722, Revised Statutes, which require all purchases by contracts for supplies and services to be made by advertising, except when a public exigency exists; prescribe the mode of advertising for supplies and contracts, and direct that no person shall be received as a contractor who is not a manufacturer or regular dealer in the articles which he offers to supply.

A person to be a regular dealer, within the meaning of the law, must be regularly engaged in the business of buying the articles and selling the same to the general public, and not merely engaged in the business of selling such articles to the Navy Department.

You will please conform strictly to the provisions of the above statutes, and require conformity thereto from all persons acting under your command or direction.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Commandants of Yards.

January 24, 1884.

SIR: Your communication requesting a decision by the Department as to whether boards of survey upon public property at marine barracks at the several stations shall be ordered by the commandant of the station or the commanding officer of Marines has been received and considered. In reply, you are informed that officers of the Marine Corps in charge of public property at marine barracks, naval stations, upon which, in their judgment, a survey is required, should address an application for such survey to the commandant of the station, by whom a board of survey will be ordered. Reports of survey shall also be addressed to the commandant of the station, by whom they will be forwarded, if approved, to the Commandant of the Marine Corps for his action. You will please inform the commanding officer of Marines at the several stations of this decision of the Department.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Col. Commandant CHAS. G. McCawley,
Headquarters Marine Corps, Washington, D. C.

CIRCULAR LETTER.

February 4, 1884.

Referring to the Department's letter of December 10, 1883, attention is called to the fact that there is no rule of the Department allowing purchases to be made in violations of sections 3709, 3718, and 3722, where the amount does not exceed \$500. If any such definite rule were to be adopted, then, by splitting up orders, the law could be effectually nullified. Where the public exigency actually exists, purchases without advertising or competition may lawfully be made without regard to amount

Where a purchase of supplies, needed for immediate use, is so small that advertising would cost more than could possibly be saved by competition, the exigency might be deemed to exist; but it will be seldom that even a petty purchase cannot be made after actual competition. Any departure from the strictest letter of the law must be judged by itself according to the special circumstances and the character and position of the officer making or directing the purchase.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Commandants of Yards.

February 15, 1884.

SIR: So much of the Department's instructions of the 10th of August, 1869, and the 28th of February, 1876, as require that the orders of the Commandant of the Marine Corps shall pass through the office of the adjutant and inspector is hereby revoked, and hereafter such orders will be issued by the Commandant of the Corps, when present, as by direction of the Secretary of the Navy.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Col. Commandant CHAS. G. MCCAWLEY,
Headquarters Marine Corps, Washington, D. C.

CIRCULAR LETTER.

April 2, 1884.

As the Department has had great difficulty in ascertaining the proper Bureaus to which freight bills for the shipment of public property should be charged, you will please hereafter, on the first day of each month, forward to it a statement showing all shipments of public property from the station under your command, the number, weight, and contents of all packages, the directions thereon, and the Bureau or other office for which the shipment is made, so that when the bills are presented it can be readily determined where the freight is chargeable.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Commandants of Yards.

CIRCULAR LETTER.

June 28, 1884.

The Department's order of April 2, in regard to the shipment of public property, was intended to apply only to freight to and from California.

The reports should contain the date of shipment, number, weight, and contents of packages, the address thereon, and the Bureau or office for which it is made.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Commandants of Yards.

CIRCULAR LETTER.

July 9, 1884.

Commanding officers of navy yards or stations are informed that in no case should an officer or employé in a navy yard or at a station, who cannot be appointed without the approval of the Chief of a Bureau or the authority of the Department, be removed without like approval or authority.

In any case where the dismissal of any such officer or employé is believed by the commanding officer to be necessary or proper, he will report to the Chief of the proper Bureau or to the Department, as the case may be, his reasons for such belief, and await instructions; in the meantime he may, in his discretion, suspend the officer or employé referred to in such report.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Commandants of Yards.

CIRCULAR LETTER.

July 12, 1884.

You are requested to again carefully consider the subject of purchases of supplies for the Navy under sections 3709, 3718, and 3722, Revised Statutes, and the two letters of the Department concerning the same, dated December 10, 1883, and February 4, 1884.

After having given the subject renewed attention you will arrange to conduct your official business in strict accordance with law and regulation, and will correct any erroneous practices which may have prevailed. No departure from legal requirements can be justified by pleading old usage or the custom of your predecessors in office. The law must be your only guide, and you must accept personal responsibility for the performance of duty in strict accordance therewith.

Very respectfully,

Commandants of Yards.

WM. E. CHANDLER,
Secretary of the Navy.

CIRCULAR LETTER.

September 5, 1884.

The President directs, as a mark of respect to the memory of the Hon. Charles J. Folger, late Secretary of the Treasury, that the flags of the public buildings within the limits of your command be displayed at half-mast and draped in mourning on the day of the funeral of the deceased.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Commandants of Yards.

September 25, 1884.

SIR: So much of the Department's instructions of the 10th of August, 1869, as require that the adjutant and inspector should perform the duties of the commandant of the Marine Corps during the latter's absence is hereby revoked, and the commandant is authorized to detail such line officer of the corps as he may deem proper to perform in his absence the duties referred to.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Colonel Commandant CHAS. G. MCCAWLEY,
Headquarters Marine Corps, Washington, D. C.

April 24, 1885.

SIR: The commissions on auction sales of Government property at the yard under your command are not to exceed two and one-half per cent.; and where the sum realized from a public sale exceeds four thousand dollars the rate of commission will be fixed by the Department afterwards. The auctioneers selected must accept on these conditions.

Very respectfully,

WM. C. WHITNEY,
Secretary of the Navy.

To Commandants of Navy Yards, except Portsmouth, N. H., and League Island.

TELEGRAM.

June 30, 1885.

It is expected that a resolution will be adopted by Congress to-day providing temporarily for the expenses of the Navy until the regular appropriations shall have been made. But unless Congress adopts this resolution to-day you will, commencing with to-morrow morning, be guided by General Order No. 329, December 27, 1884, as to continuance on duty of officers and other employes, and as to contracts and purchases.

WM. C. WHITNEY,
Secretary of the Navy.

To Commandants of Navy Yards.

CIRCULAR LETTER.

July 15, 1885.

SIR: If contracts have not already been made for ice for the various departments of the yard under your command for the present fiscal year, proposals should be invited by public advertisement for the same, or by written invitations to the principal dealers. This will probably secure ice at a more reasonable rate than if purchased or contracted for by each department separately and supplied by different persons. A similar course should be pursued with regard to other articles which are in common use in all the departments of the yard, each department providing for the payment of its own bills. When called on, the Secretary of the Navy will issue the requisite orders for publishing the advertisements, should the amounts involved justify the expense of advertising.

Very respectfully,

WM. C. WHITNEY,
Secretary of the Navy.

To Commandants of Navy Yards.

July 29, 1885.

For the purpose of giving as much notice as practicable to regular manufacturers of and dealers in articles for which proposals are invited by advertisement by your Bureau, you will hereafter, unless the articles required are of little value, have the advertisement printed in the Department on slips and sent to prominent manufacturers of and dealers in the articles required, in the cities of Boston, New York, Brooklyn, Philadelphia, Baltimore, and to those known to the Bureau in other places, who would be likely to submit proposals. This can be readily done with but little expense or trouble, and will call the attention of many to the advertisement which otherwise might escape their notice.

Very respectfully,

WM. C. WHITNEY,
*Secretary of the Navy.**To all the Bureaus.*

September 13, 1885.

There must be no increase of force at the navy yards within sixty days preceding the Congressional elections in November, except upon the certificate of the Secretary of the Navy, required by act June 30, 1876, which will be made if the needs of the public service require such increase.

D. B. HARMONY,
*Acting Secretary of the Navy.**To Commandants of Navy Yards.*

September 22, 1885.

The attention of the Department has recently been called by the Fourth Auditor of the Treasury to the fact that the estimates of appropriations for expenditures under the immediate direction of some of the Bureaus of this Department for the fiscal year ending June 30, 1885, were not sufficiently specific in the designation of the objects of expenditure for the information of Congress, and it appears that similar omissions occurred in the estimates for the current fiscal year.

In the preparation of estimates for the next ensuing fiscal year all the requirements of law and regulations bearing upon the subject, especially those contained in or indicated by section 1545, R. S., will be carefully observed and strictly followed.

Very respectfully,

WM. C. WHITNEY,
*Secretary of the Navy.**To all the Bureaus.*

October 19, 1885.

I have, by orders heretofore issued, invested you with the responsibility of recommending for appointment your subordinate employes. This has enabled you in each case to constitute your force without limitation, except that of a veto power in the shape of the approval of your superior officers.

It put into practical effect a naval regulation which, as I understand, had grown into general disuse. Under this arrangement you can properly be held responsible for the character and efficiency of the force you respectively superintend.

The reports received by me from the naval officers in the various yards are, in general, to the effect that the efficiency of the yards has been greatly increased since the late reorganization, and, in general, there is satisfaction among your superior officers. Complaints, however, came to me from time to time of individual cases of foremen, which make it proper for me to state more distinctly than I have heretofore done what the law and the Department both expect of you in exercising this power. The law contemplates, I think, that no political consideration should influence the selection of workmen in the navy yards. That it has been disregarded in the past can constitute no justification for the future. If the law were entirely silent on this subject it would necessarily be involved in an attempt to make the yards effective.

The yards should be places where public work can be done economically and well; and, unless they are made so, it is perfectly evident that they will not be intrusted with any large amount of public work. It is your duty to disregard every consideration except the efficiency of the men as workmen.

I am quite aware that the clamor for place in the navy yards is so great as to involve great disappointment on the part of those who cannot be given employment, and that you will be subjected often to unjust criticism, from the effects of which it is my duty to protect you. That I will do. But I shall, from time to time, investigate the manner in which you conduct in this regard; and if, in any case, I shall ascertain that men have been taken into the yards who are not competent workmen, for political reasons, I shall consider it sufficient ground for the dismissal of any foreman, and shall dismiss him. I have heretofore, in many cases, applied to your superior officers

for the purpose of ascertaining the truth of charges that men were being employed because of their political relations and influence, and am happy to say that in almost all cases the reports have been of a satisfactory character. But, in the heat of a political canvass, I fear that in one or two cases there may be ground for just complaint, and I shall institute sufficient investigation to satisfy myself with reference thereto.

I make this communication that there may be no misunderstanding. Heretofore I have communicated personally, and sometimes by formal communications, with your superior officers, who have the veto power upon your appointments and can be held partially responsible for any maladministration of the kind referred to.

I am unable to see how, under the system as at present constituted, the navy yards can be made any other than effective workshops, separated from politics.

In requiring the approval of your superior officers to your selection of men a check upon you is interposed for the purpose of making difficult the growth of abuses of the character referred to herein. But I ask your special co-operation, and I desire you to understand that you have no discretion whatever in this matter.

I do not expect to investigate the politics of men employed, and I am quite aware that whatever you do will probably displease and disappoint. But your deviation from the correct rule will be seen in the employment of inferior men in constituting an efficient force, and in the subordination of the interests of the yard as a workshop to the interest of political friends.

This can be readily detected by your superiors, and will result in your dismissal in any such case.

Very respectfully,

WM. C. WHITNEY,
Secretary of the Navy.

To the Foremen in the respective Navy Yards.

October 20, 1885.

SIR: Some time has now elapsed since the appointment of new foremen and the organization of the new force.

I desire a report from the head of each Bureau in the yard, together with such observations upon each report as you may desire to make, with reference to the efficiency of the foremen selected, for the purpose of determining whether in any case mistakes have probably been made in the selections; and I enclose herewith a communication, a copy of which you will cause to be sent to each foreman in the yard.

I should like a report from the head of each Bureau and yourself upon the subject covered by the communication enclosed, and to the point whether any one of the present foremen has at any time selected men not good workmen; constituted an inefficient force; or has appeared to be governed by political considerations rather than the interest of the yard; and if so, any facts going to show that such has been the case.

Very respectfully,

WM. C. WHITNEY,
Secretary of the Navy.

To Commandants of New York, Portsmouth, Norfolk, and Mare Island Yards.

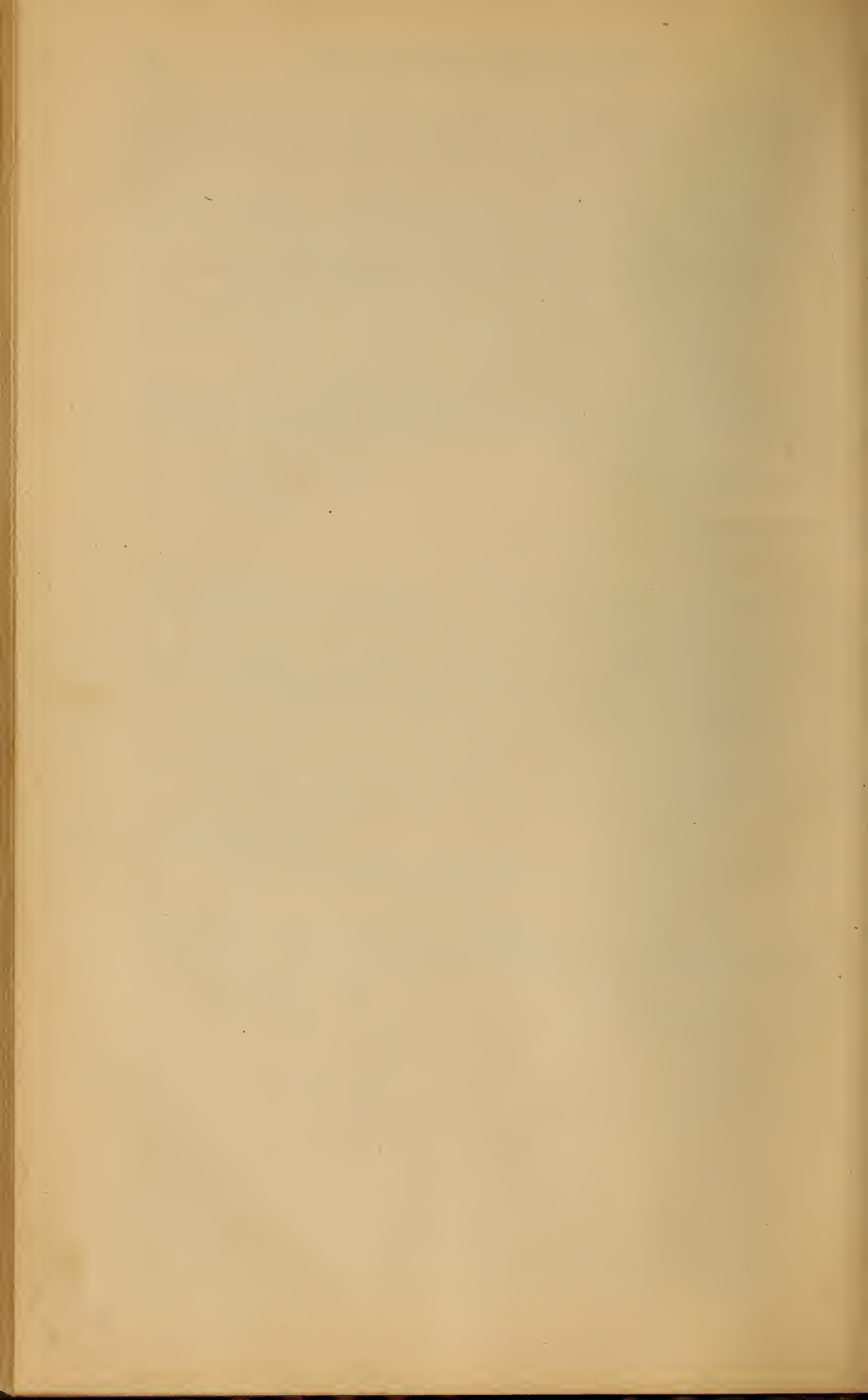
October 14, 1886.

A custom has grown up in navy yards of having a list of men—employés—suspended. There is no authority of law for this, and you will see that it is discontinued and all such lists erased.

Yours, respectfully,

WM. C. WHITNEY,
Secretary of the Navy.

To Commandants of Navy Yards.



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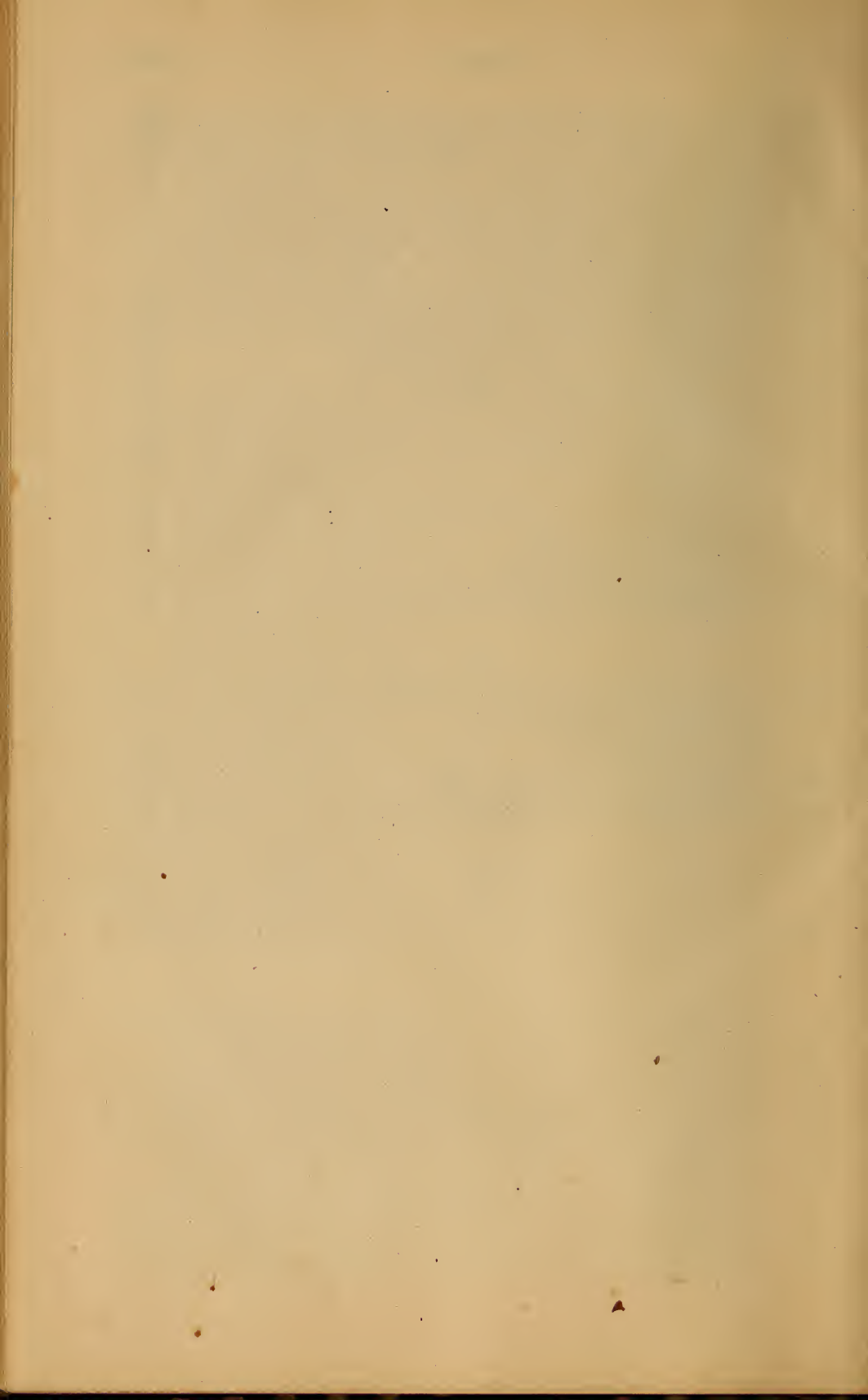
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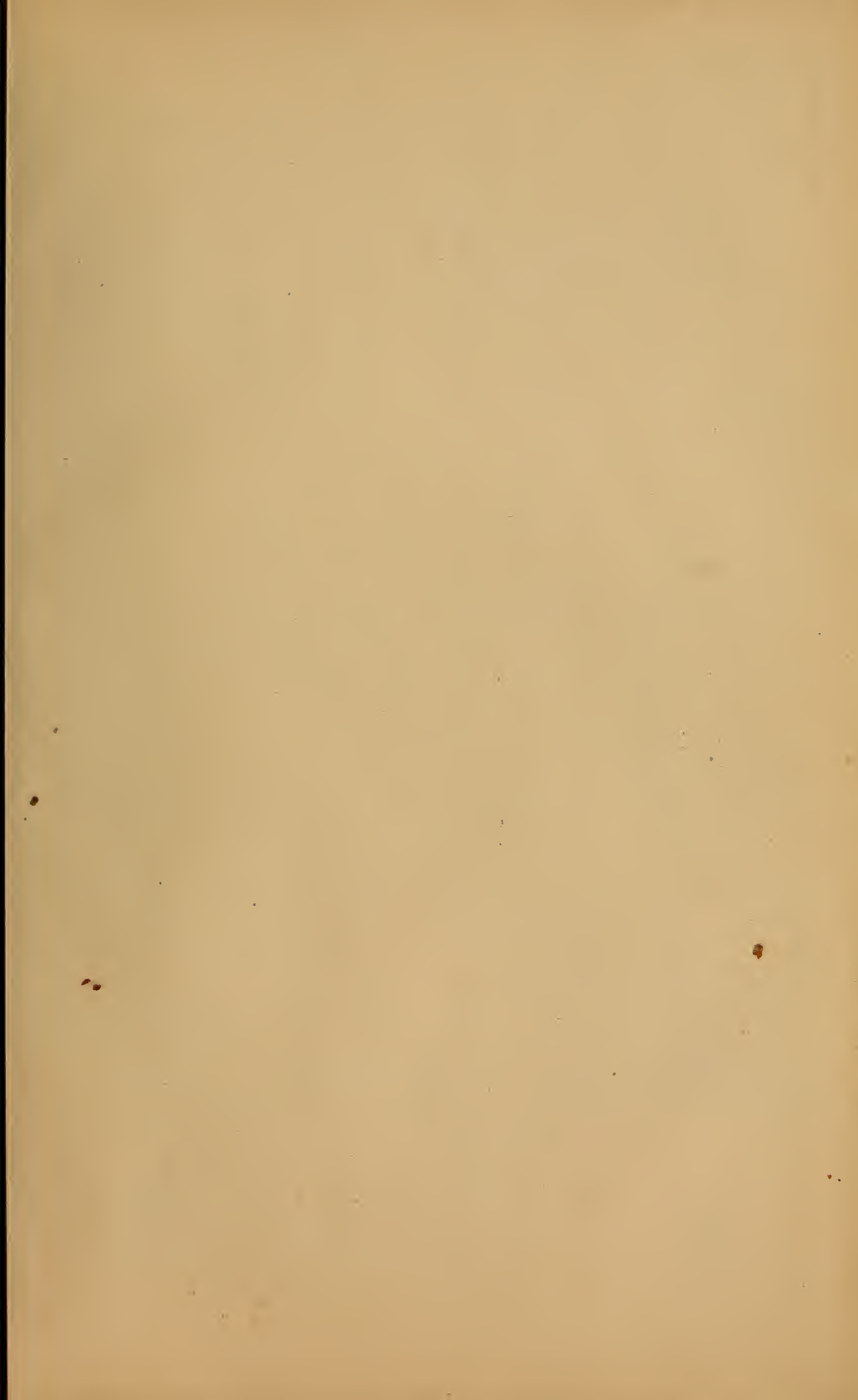
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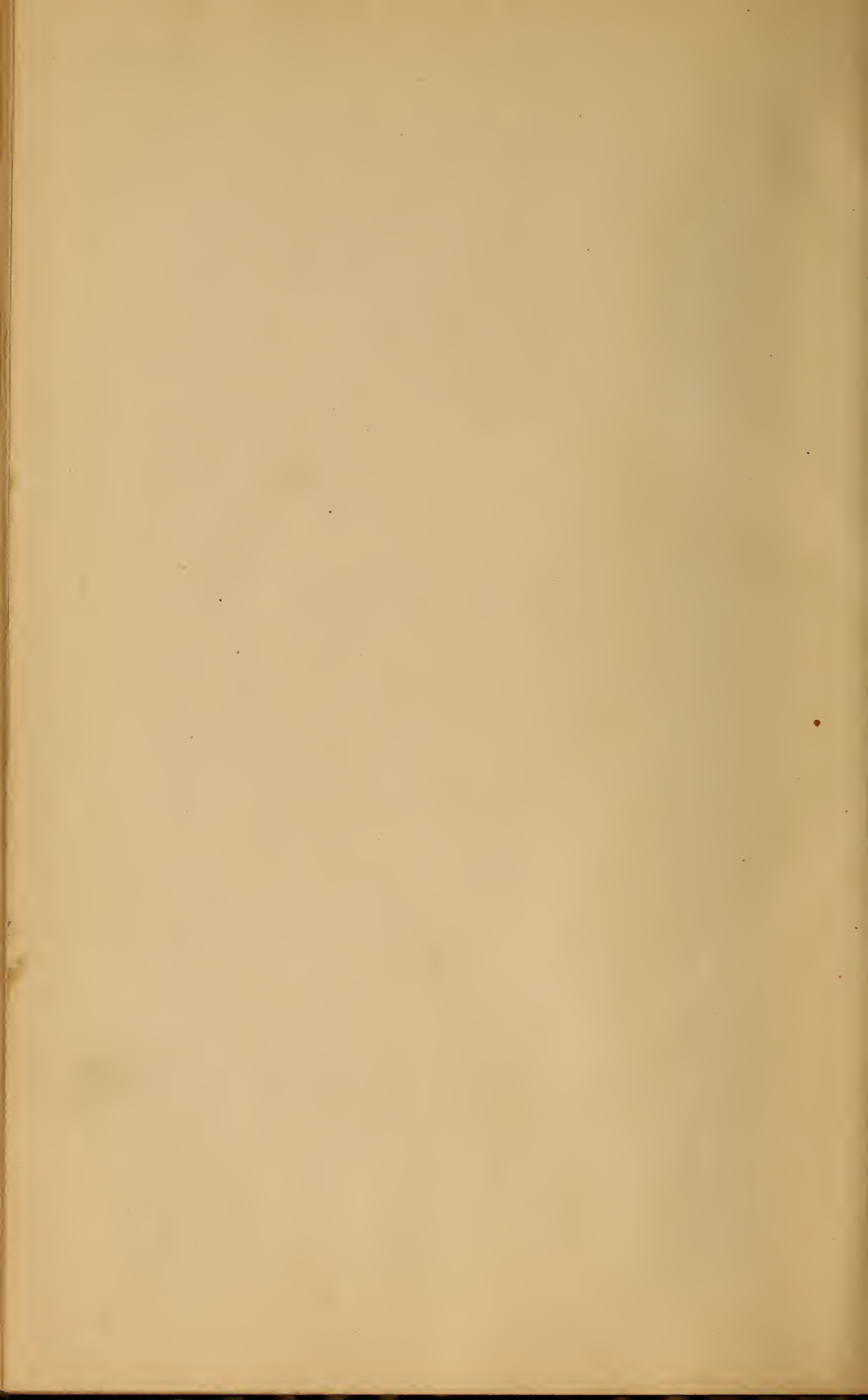
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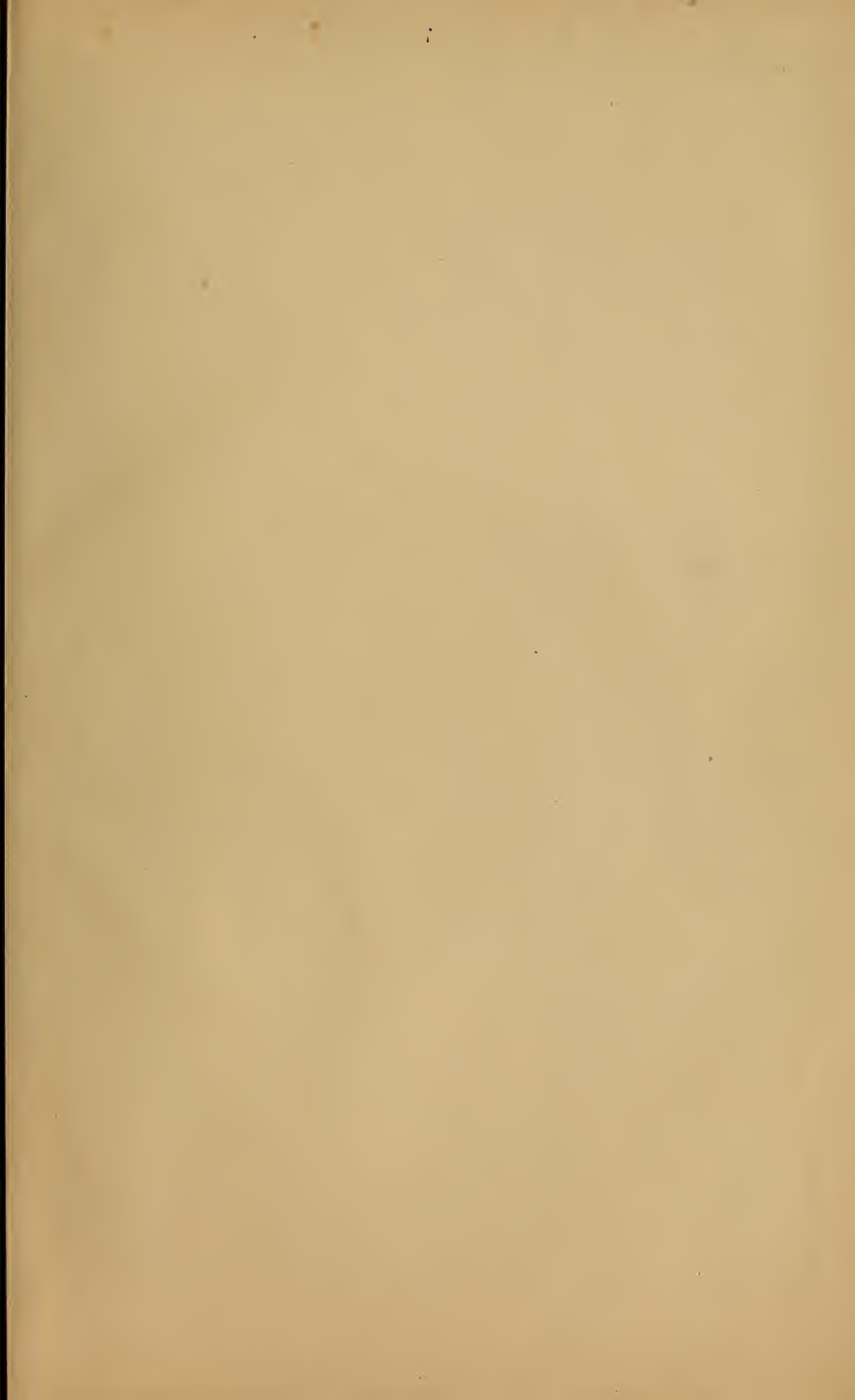
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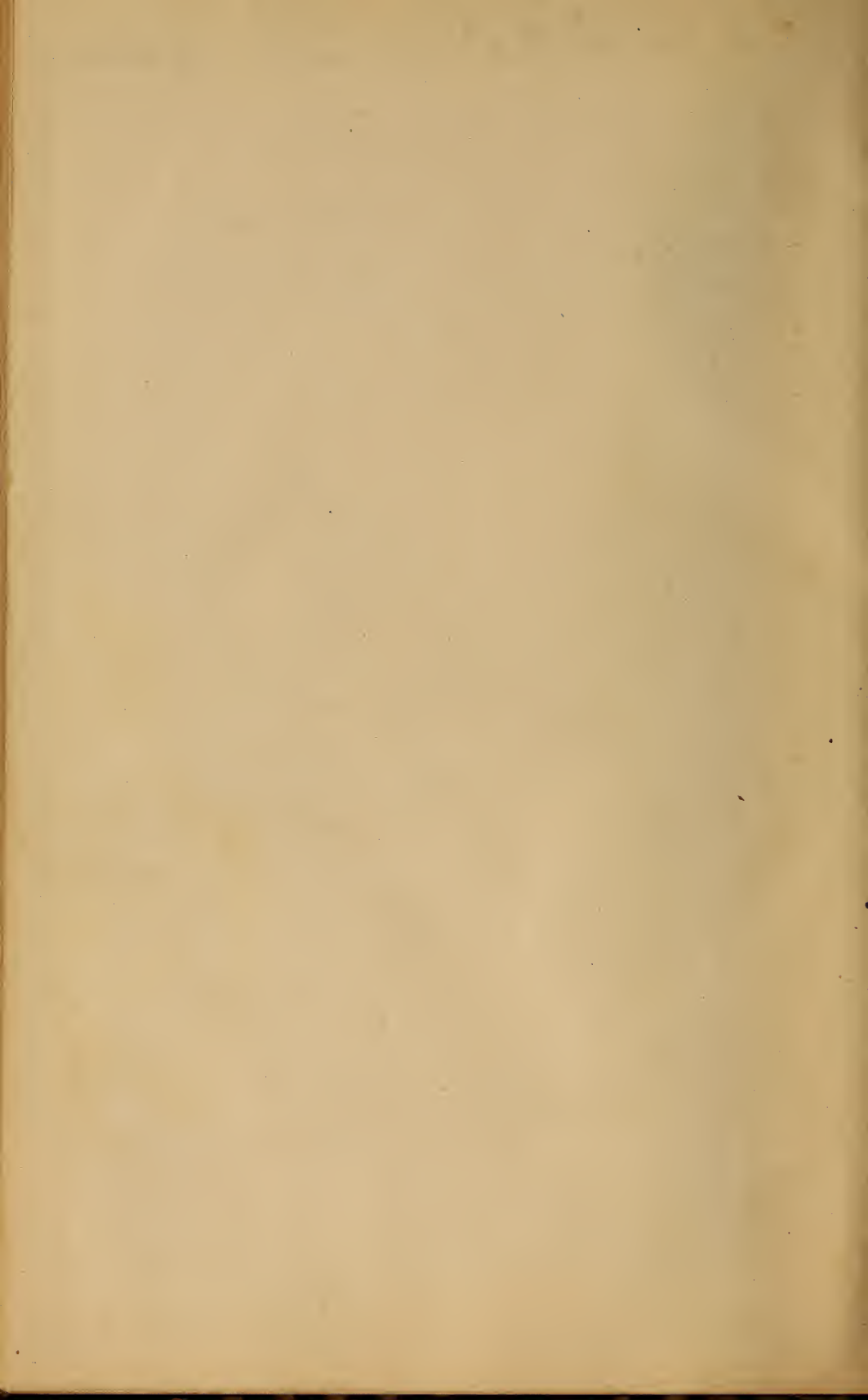
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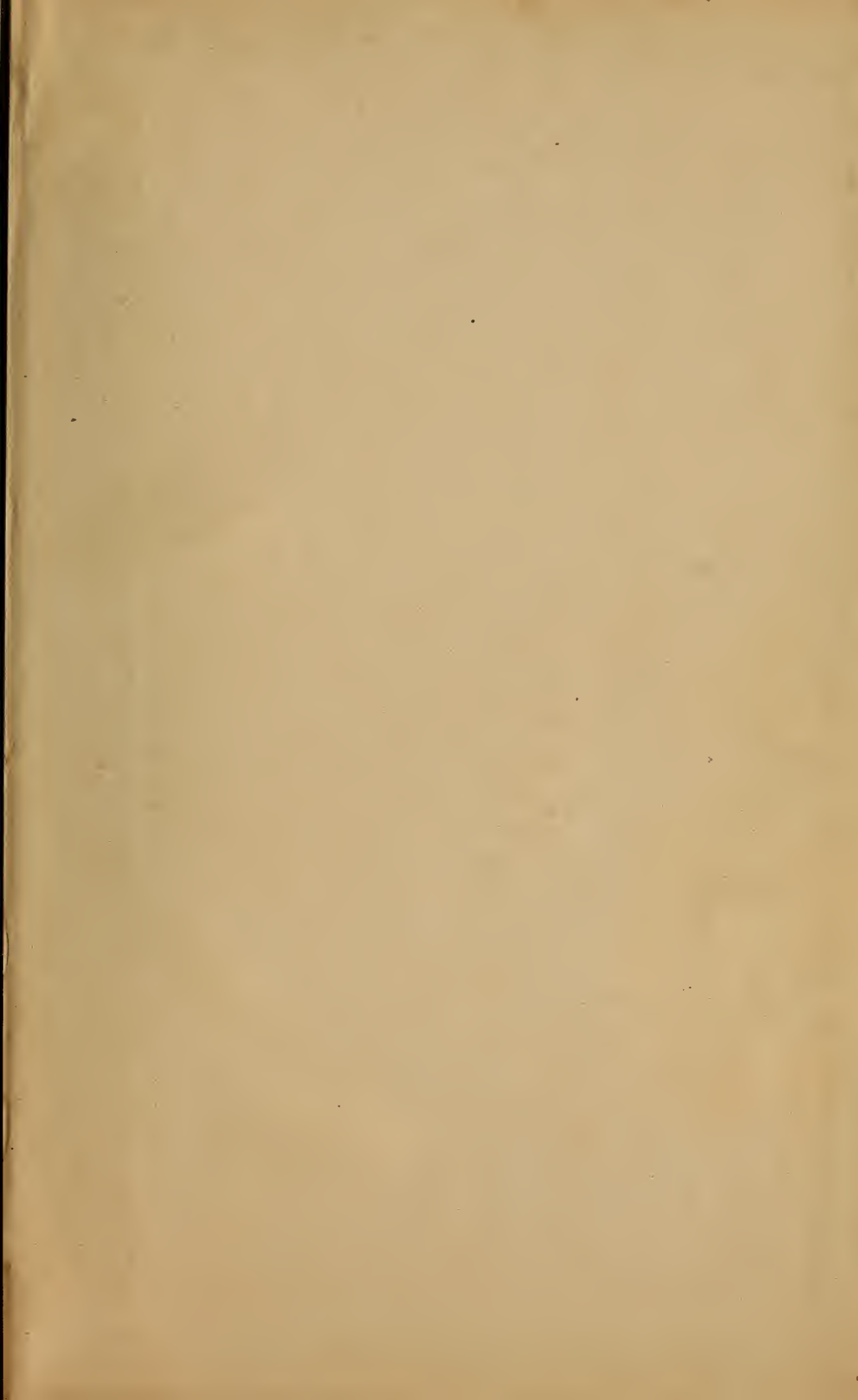












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